THE EVENING TELEGRAPH.

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FIRST EDITION

THE SCAFFOLD.

The Execution of Orme, the Murderer of Brodhead—The Crime and the Trial—The Escape from Jail.

Etc., Etc., Etc., Etc., Etc.

The execution of Charles Orme, one of the murderers of Theodore Brodhead, of the Delaware Water Gap, takes place to-day at Stroudsburg.

The deceased was a brother of Thomas Brodhead, the proprietor of the Brainerd House, at Dutolsville, Monroe county. He was about forty-five years of age, and had been formerly engaged in the lumber business. His assailants were William Brooks, aged twenty-two years, a Scotchman by birth, who had been a railroad laborer since his arrival in the country, eighteen months before, and Charles Orme, an Irishman twenty years old. On Thursday morning, September 24, 1868, these two men left Scranton on a freight train, but were put off at Stroudsburg that afternoon. They wandered about Stroudsburg, and took drinks at the principal hotels. During that night they robbed a hardware store at Stroudsburg, and stole a lot of tools and a coat, and placed the proceeds of the robbery in a carpet-bag, and proceeded towards the Water Gap. They stopped at the Brainerd House, got intimate with two or three laborers on Saturday morning about 10 o'clock, and took drinks with them, when they were left in the bar-room alone. They waited until Thomas Brodhead went out, and then quietly robbed the drawer of eight dollars. They then went to Luke Brodhead's tavern, near the Brainerd House, and took a drink, after which they walked a short distance along the road, when they were overtaken by Thomas Brodhead, followed by Theodore. They were counting and sharing the money when the Brodheads came up. Thomas accused them of the robbery, when they threw the money down and said, "Take the money." Thomas then told them they must go back with him, when Brooks appeared willing at first, and then refused. Thomas Brodhead laid hands upon Orme, saying that he must go with them. Orme attempted to throw some money over an orchard wall, but a two dollar note fell to the ground, and as Thomas Brodhead stooped to pick it up, Brooks levelled a pistol at his head. Theodore warned him not to fire, and he turned and shot him (Theodore), through the heart. A scuffle ensued between Thomas and the men, in which several pistol shots were fired, and the former was so badly beaten that he sank to the ground exhausted, whereupon they fled.

They went down in the Gap and up in the mountains, and after wandering around found they were headed off, the whole neighborhood by this time being in arms and scouring the country for them. Without knowing it they took a cut and came out near the scene of the murder, there being nobody about, the citizens being in the mountains hunting them. They were soon seen, however, crossing the road and wading through Cherry creek, when the alarm was given and the spot was soon surrounded. They hid in some underbrush, but, when summoned, came forth and surrendered. One of them pointed a pistol at the crowd just before the surrender, but did not fire, and both captives threw away their weapons before being caught. There was great trouble to prevent them being lynched by the incensed citizens; the Sheriff and his men saved their lives with great difficulty. After a period of great excitement both men were lodged in the Stroudsburg Jail, and the prison was guarded day and night. This is the only murder which has occurred in that section of the country for many years.

The prisoners were arraigned for trial on the 29th of December, and several days were taken up by the cause. They were represented by able counsel, but a verdict of "guilty of murder in the first degree" was returned. An appeal was then taken to the Supreme Court, upon the ground that the Brodheads, being private citizens, and having no warrant, their death, resulting from resistance to the attempted arrest, was not murder, but manslaughter. This the Court below refused to affirm, and this formed the principal assignment of error. The point was argued at length, but was overruled by the Supreme Court, the opinion stating:—

"It is an answer to this point to say that it required the Court to take the question entirely from the jury, and to say that the crime was only manslaughter. Though the arrest be illegal, the killing would not necessarily be manslaughter, for the question of malice still remained. The illegal assault will not reduce the offense to manslaughter where the revenge is disproportionate and barbarous."

On Saturday morning, April 3, the citizens of Stroudsburg were startled by the ringing of the alarm bell at 3 A. M. It soon became known that the prisoners had escaped, and speedily there was gathered at the jail an excited multitude, armed and unarmed, on horseback and on foot, ready to scour the country. It seems one of the prisoners feigned sickness, and at length tumbled down on the floor of the cell as if in a fit or spasm. The other one called to the old jailor, who was watching in the hall, and asked him if he would come in and help him lift his companion on the bed. The old man unsuspectingly unlocked the door of the cell, leaving the keys sticking in the lock. The prisoners at once sprang to their feet, commanding the jailor to keep still at the peril of his life. Their hopples and handcuffs they had previously removed without keys by hammering them open, and they now sprang out, closing the cell door on the old jailor; and were soon at liberty outside the jail. They had failed to lock the jailor in, so in a few minutes after their escape the bells rang out the alarm, and at an early hour the chase began. Couriers on horseback were sent out in every direction, whilst those on foot took to the fields and woods. A bloodhound brought from Jersey for the purpose seemed to indicate that the fellows had made for the Pocono Mountains.

Throughout Saturday the excitement was very great in Stroudsburg and vicinity, and business came to a halt equal to the day of the murder. The Sheriff had offered a thousand dollars reward, private individuals had added other hundreds to the offer, and the pursuit was vigorous and earnest. Up to Sunday morning nothing had been heard from the criminals. Many of the pursuers had returned, declaring the chase in vain. At length, at about 3 o'clock in the afternoon, Orme was captured a few miles from Stroudsburg. A farmer, at whose barn they stopped, gave the alarm, and although they attempted to escape on stolen horses, Orme was taken.

Nothing further was known of Brooks' whereabouts until May 12, when Mr. Lalvrent encountered him five miles west of Fort Jervis, N. Y., and seized him. While walking with his captor Brooks suddenly plunged down an embankment of thirty feet, effected his escape, and from that time to the present he has been at large.

Efforts have been made to secure a pardon from the Executive in the case of Orme; but as the latter attempted a second time to escape from his confinement, all hopes of unmerited clemency had to be abandoned.

DISSIPATION AND DEATH.

The End of a Depraved Life—A New Orleans Youth Shoots His Mistress and Immolates Himself.

From the N. O. Picayune of Saturday last.

About 2 o'clock yesterday afternoon another fearful tragedy was perpetrated in the Second district of this city. Scarcely has the public mind recovered from the horror excited by the City Park tragedy before it is presented with another scene of blood and violence, more harrowing in its recital than the former, fearful as that certainly was. The scene now changes to a low frame tenement-house on Rampart street, between Customhouse and Bienville. It is known as No. 31, and is occupied by a woman named Mrs. Forte, who keeps furnished rooms to rent. One of these was tenanted by a young girl named Maggie Walker. It seems that she sustained intimate relations with a clerk in a commission house on this side of Canal street; but it appears she had other lovers, since the victim and perpetrator of the fearful tragedy was one of them. His name is Gaston Ferret, a Creole, about thirty-two years of age. How long he has known the girl no one seems to know but he has been visiting her for more than six months past. Yesterday he called at the house, and inquired of Mrs. Forte for Maggie, and was directed to seek her in the back yard. His appearance exhibited no signs of excitement, and he commenced a conversation with the girl, seemingly in the best humor. He left her for a few moments, and again returned. This time he accused her of having lovers besides himself. She replied:—

"You know I have!"

"Well," said he, "I'm tired of life; but before I die I mean to kill you."

Still she apprehended no danger, and laughed in his face. But almost at the same instant he drew a large sized Colt's revolver and fired at her. The ball took effect in her left cheek and ranged towards her throat. The landlady heard the report of the pistol, and rushed out in time to see Ferret put the muzzle under his chin and fire. The ball ranged towards the centre of the head, and inflicted what must be a mortal wound. The woman, as soon as she was shot, rushed into the house and out on the banquette, where she fell insensible. Here she was picked up by Officer Smith, and carried back into the house. The alarm spread rapidly, and in a few moments the house was filled with frightened citizens. At this time Special Officer Bellousa reached the scene. He at once ordered the girl to be taken to the Charity Hospital, and the Coroner to be sent for, for it was then believed the man could survive but a few moments. Contrary to expectations, he is still alive, but there is scarcely any likelihood that he can live but a few hours longer.

In the pocket of Ferret was found the subjoined letter:—

I have so much endured that I am tired of living any more; after a long struggle between life and death, my fate is to finish my life with this bloody tragedy.

No man can imagine what I have suffered in the last ten years. Ten years ago I swore to kill myself at thirty years of age, if my constitution in life had not changed before that time. Instead of getting better, I have sunk from bad to worse. I have passed through all the passions that can torture a human heart; the last of all love—accursed love—had to give the last stroke to my existence. But I cannot leave this cursed world alone. I am bound to take before I die the life of the woman I love madly, and by whom I have been (made) so much unhappy for the last six months.

For my part I see death a sweet thing before my eyes, because I am positively sure that—

Post mortem nihil est, ipsaque mors nihil.

GASTON FERRET.

This letter, together with a sealed one, were taken from his pocket by Captain Cain, the Chief of Police. The sealed letter was addressed to Mons. Arthur Malssague, and has not been broken open. It is not known, therefore, what it contains. The scene now had become almost frightful. The man lay upon his back, breathing heavily, and a sanguine tide issuing from his mouth. The ball in its course through his head had bulged out his eyes, rendering hideous his face, blackened by the congealing blood, while over the pale lips had settled a bloody, frothy foam. The stoutest men turned away from the scene, sick at heart. He was evidently an educated man, and was employed as clerk in a confectionery on the corner of Bayou road and Esplanade street.

The young girl, Maggie Walker, has only been in the city about two years, and came from Franklin parish, where her parents now reside. The girl is about twenty-five years of age, is rather fleshy and is somewhat pretty, with black eyes and dark brown curling hair.

THE HARVARDS.

How the Boys Worked During their Voyage.

Correspondence of the Hartford Courant.

Strong hopes were entertained that, as the men were in such excellent condition, in fact being almost in training force, they would not be affected by the voyage; but we were disappointed, for one after another they succumbed to the power of the sea, and Neptune received his tribute till only number two and the jolly little coxswain remained untouched by *mal-de-mer*. The stroke, Mr. Simmons, was most severely affected, and it was not till almost the end of the trip that we had the pleasure of seeing him do justice to the well-spread tables of the steamer. Under the circumstances, the plans for regular exercise formed before the start had to be in a great measure abandoned. A rowing weight had been set up amidships on the main deck, but even those who were well could scarcely abide the smells which filled the "fidely," and the steamer rolled so much that they could not keep their seats so as to pull properly. The upper deck, however, furnished pretty fair accommodations for walking, and every day the crew did their three and four miles, while the lighter exercise of the "fall," the "spider," the long reach, the backward and forward leap, joined with exercise on a horizontal bar (and some of the more venturesome even found the rigging no bad substitute for gymnastic apparatus), served to keep the men in fair condition. Their accommodations on shipboard were very good, and the officers spared no attention which could make the trip more agreeable, and generously refused to take any pay for the transportation of the boats, though they were a source of considerable trouble, as they had to be constantly watched to prevent the passengers from sitting or leaning on them, despite the warning "Keep off," printed in large letters on their canvas jackets. The evenings of the voyage were most glorious, and many were the hours spent in promenading by the light of the moon with the ladies, of whom there were many on board, or leaning over the rail, in watching the brilliant flashes from the phosphorescent waves or the softer light of beauteous eyes. And the sons of Harvard proved themselves as well versed in the more gentle arts as they have already shown they are in the more arduous duties at the oar. Many and warm were the friendships formed, and who shall say that when our little household was broken up at the termination of the voyage, that the partings were less full of regret than those from friends of longer standing across the wide Atlantic?

—Governor Hoffman will deliver the address before the Saratoga Agricultural Society on September 9.

—Mrs. Stowe intends publishing, it is said, what Lady Byron committed to her of the separation between the poet and his wife.

—Miss Lizzie Negus, of Jersey City, and Miss Ida Fay, of Washington Heights, are the belles, in popular opinion, of Richfield Springs this season.

—Major N. A. Sturdivant, a prominent lawyer of Richmond, Va., who was elected Mayor of the city in 1866, but was rejected by the military authorities, died yesterday.

SECOND EDITION

LATEST BY TELEGRAPH.

Tennessee Politics—Governor Senter's Speech in Nashville—He Declares that there shall be no More Proscription on Account of Race or Color—Blackfeet Indians Attack Overland Trains—A Shocking Affair in Cincinnati.

DOINGS IN WASHINGTON.

FROM THE WEST.

Horrible Affair in a Cincinnati Court Room—A Man Stamped to Death.

Despatch to The Evening Telegraph.

CINCINNATI, Aug. 11.—In the police court yesterday, a man named Frank Hartling was fined $15 and costs on a charge of assault and battery. He had been arrested for chasing from his saloon and severely punishing a young son of Andrew Witscenberger, a painter. In his attempts to justify his course, Hartling asserts positively that the boy was very bad, and that he suspected him of an attempt to steal from the saloon till.

The father of the lad, not satisfied with the fine in the Police Court, swore out a warrant, and caused Hartling to be arrested again. In the course of the afternoon they met, when Hartling remonstrated with Witscenberger about the second arrest. Angry words were exchanged. They then clinched and came to blows.

Their struggle was a desperate one for a moment, until Witscenberger managed to throw the other. Before the interference of the crowd could avail anything, Witscenberger jumped upon his prostrate foe and literally stamped the life out of him, crushing in his ribs and leaving him a dying man. Witscenberger was immediately arrested. Hartling's death occurred in the course of a couple of hours.

The Governor of Tennessee is Received in Nashville—He Declares that there Shall Be No Further Proscription on Account of Race, Color, or Participation in the Rebellion—The New Legislature.

Despatch to The Evening Telegraph.

NASHVILLE, Tenn., Aug. 11.—Governor Senter arrived in the city last evening, and met with a brilliant reception. He was escorted from the railroad depot to the City Hotel, where he made a feeling and felicitous speech in response to the welcoming address of ex-Governor Neil S. Brown.

In the course of his remarks Governor Senter emphasized one point, and that was that in Tennessee there must be no proscription on account of rebellion, race or color. Suffrage, and the fullest political and civil rights, must, he said be free to all.

He continued by saying that the wounds of the past must heal up and that brotherly and fraternal feeling was now to be cultivated all around in Tennessee.

He thought the surroundings were ripe for a new party which would discard dead issues and act up to the living present. Bourbonism on the one hand, and proscriptive radicalism on the other, should be ignored and set aside, and a new departure taken which would lead to liberal and progressive ideas and measures.

The young men of the State, he said, carried the recent election with such an impetus that the judges were almost unable to decide how far they had gone ahead. He urged that the wisdom of age should temper young America, but it is striding along like an Arab courser. His remarks were received with shouts of applause.

Enough legislative returns have now been received to show that in that body, containing one hundred and nine members, there will not be over twenty Republicans.

Colonel Vandyke, on the part of the United States Government, is here to sue the Nashville and Chattanooga Railroad for $1,600,000 for rolling stock sold by the Government to the road.

The road offsets the claim by a bill of over three million dollars for the use of the road during the war. This will serve as a test case for a number of other Southern roads.

FROM THE PLAINS.

Blackfeet and Pegan Indians Attack a Train—Removal of the Montana Capital—The Crops.

Despatch to The Evening Telegraph.

HELENA, Montana, Aug. 11.—Intelligence has been received here of an attack on an ox-train on Sunday by a large body of Blackfeet and Pegan Indians, on Eagle creek, twenty miles from Camp Cook. The men rolled out the goods, formed a barricade, and fought the Indians till another train came to their assistance. Two Indians are reported killed and a number wounded. The Indians shot twenty head of cattle, wounded one man, and afterwards killed a man named Sam Paxton.

Governor Ashley will in a few days issue a proclamation removing the capital to Helena. In the vote last week there was six hundred majority for removal.

The crops in Gallatin valley are very fine.

FROM NEW YORK.

Counterfeiting a Trade-mark.

ALBANY, Aug. 11.—Charles F. Bouton and Dewitt H. Phillips have been arrested here, charged with counterfeiting the trade-mark of the Mokena flouring mills.

Robbery of an Express Car.

The Pacific express car on the Central Railway was robbed at an early hour this morning, between Fonda and this city. Three men entered the car, seized the messenger and baggage agent, gagged and bound them hand and foot, took the key of the safe from the messenger, and robbed it of its contents. It is supposed that they left the car at West Albany.

FROM THE STATE.

The Luzerne Democratic County Convention.

Special Despatch to The Evening Telegraph.

WILKESBARRE, Pa., Aug. 11.—The annual Democratic Convention of Luzerne assembled in the Court House yesterday and placed the following ticket in nomination:—Assembly, D. L. O'Neill, S. W. Keene, and N. S. Westter; County Treasurer, James Campbell; Recorder, Thomas Hutchins; Register, Charles C. Platz; Commissioner, S. W. Bailey; Auditor, A. M. Renshaw; Coroner, Dr. J. W. O'Malley. The convention was one of the largest that ever was held in Luzerne county, and the Democrats are confident of a large increase over the usual majority.

FROM WASHINGTON.

Callers on the President.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 11.—The White House was thronged this morning with people anxious to see the President. The pressure of public business upon him is so great that he was able to see very few persons.

The Mexican Claims

Commission adjourned to-day until the first Monday in December. They have adopted certain rules and regulations which will be made public for the information of claimants. The members of the commission, together with Caleb Cushing, counsel for Mexico, called on the President this morning.

The Mexican Minister.

At noon to-day Don Ignacio Mariscal, the new Minister from Mexico, was presented to the President by Secretary Fish. No formal speech-making took place.

Government Expenditures.

The Secretary of the Treasury is making arrangements to have a quarterly statement of all the receipts and expenditures of the Government made public, in accordance with the act of Congress. The first statement will probably be issued on the 1st of October.

The Weather at the Sea-shore.

At 9 o'clock this morning the weather at the sea-shore was reported as follows:—

Cape May, S. W., clear, 68.
Long Branch, S. W., clear.
Atlantic City, W., clear, 67.

FROM EUROPE.

This Morning's Quotations.

By Atlantic Cable.

LONDON, Aug. 11—A. M.—Consols, for money 92⅞, for account, 93; U. S. 5-20s quiet and steady at 83⅝; Stocks steady; Erie, 19½; Illinois Central, 94½.

LIVERPOOL, Aug. 11—A. M.—Cotton is a shade firmer. Middling uplands, 12⅜d.; middling Orleans, 13@13⅛d. The sales will probably reach 12,000 bales. Breadstuffs firmer. Corn, 30s. for European. Other articles unchanged.

LONDON, Aug. 11—A. M.—Turpentine, 26s. 6d.@ 26s. 9d.

This Afternoon's Quotations.

LONDON, Aug. 11—P. M.—U. S. 5-20s quiet and unchanged. Illinois Central, 94½; Atlantic and Great Western, 24½.

LIVERPOOL, Aug. 11—P. M.—Cotton unchanged. Breadstuffs quiet. Lard, 72s.

RAILROAD WAR.

Belligerent Fisk, Jr., Makes a Statement—The Mystery of the Trouble Partly Cleared Up—Opposing Forces Meet at a Tunnel—"When Greek Meets Greek."

The following is a letter from Mr. Fisk, addressed to Mr. Edmund Savage, in response to a communication from that gentleman, giving his statement of the causes which brought about the pending contest between the rival holders of stock in the Albany and Susquehanna Railroad:—

Edmund Savage, Esq.—Dear Sir:—Your enclosure to me of the article on the Albany and Susquehanna Railroad is at hand. An answer cannot be prejudicial to the interests of those I represent. Quick, sharp work, and so much to be done on a stamping ground new to me, left me only to feel that the great majority of the good people of Albany were running away with a wrong idea of our side of the question, and overlooked the great benefits and advantages we were bringing to their doors. Look at the facts. At the western terminus of the Albany and Susquehanna Road, at Binghamton, it meets the Erie Railroad, stretching out through itself and its branches westward one thousand miles. Look at the map and observe the geographical position, and you will see how near and dear the arm which runs to Albany—not dear to us that we should control it. God forbid that we should do so unless right. If the controllers of this arm would work in harmony with us all would be well; but there was the bone of contention. The idea of localizing the Albany and Susquehanna road and fixing arbitrary rules, thinking it could or would be made to pay the stockholders, regardless of the interests of those who travel on it and who send freight over it, and also have done more than all others to advance the prosperity of the road, is wrong in theory and would be absurd in practice. Your city gave its million, not as an investment, but for the benefit of its citizens in the business it brings to them.

After eight months the almost steady perseverance on the part of the president of the Erie road, Mr. Gould, he has been unable to reach Albany with business except at local rates, which has been greatly to the disadvantage of both roads and of the public. What we wanted was *pro rata*, offensive and defensive, by the way of the Albany and Susquehanna. We are say fifty miles further to Buffalo, and we could not induce business to go that way except at a lower price. That we could not get, and therefore the Central road held its power and fixed its own price on its traffic.

Do you suppose, if we had held the power on the Albany and Susquehanna road, we would not have entered as a competitor for the business between this city and Buffalo? Most assuredly we would, could we have done so at the same price the Central charged. If we had been forced to have made less price, they would have been forced to do the same thing. All this would have been greatly to the advantage of the city of Albany. No better result for the benefit of your citizens could have been accomplished.

I should suppose the people of this good city would welcome us with open arms. Look at the past. Has not everything been done by the Central line to make you a mere local station—to ruin your shipping and wipe out your instruments of business, and leave you with nothing on hand but pleasure all the time, which is very tiresome, or rather to leave you to a Rip Van Winkle sleep?

Can any one suppose that we want the Albany and Susquehanna Road for its business between here and Binghamton? No; we are not so foolish. We want it as a contributing branch—an ally of the Erie Railway. We want it as a means of communicating with every city and town and hamlet of New England that to-day we are isolated from. We wish to pour out the wealth brought over the Erie Road, in your city and on your docks, for transportation eastward. We would make Albany the great terminus of one long line of road—the distributing point for the North and East.

We have not come here like thieves or irresponsible parties, or even uninvited. But we have united with us a majority of all the directors of the Albany and Susquehanna road. We do not seek to gobble up, without right or title, as has been charged. Almost a million of dollars of our money has come in here for an investment, which the other day could have been had for less than a quarter of that amount. Of course, we have done this expecting that it will be some time one of the arms of the Erie Railway, and its right arm too. It cannot be of service to us except by yielding equal advantages to you. The interests of all demand that this line should work in harmony with the millions and millions of capital that stretch west from your city and the Albany and Susquehanna line. The directors of this road saw the value of this policy, but they were powerless, and to-day I find our people and our capital fighting your battle against those who are prejudiced against us, for no other reason except that they do not understand the matter as it is.

We have not come to attack maliciously, as some of your presses have said, the president of the Albany and Susquehanna road. Mr. Ramsey and myself have long been friends, and nothing but the welfare of the great interests involved would have brought me in collision with him. I have the highest regard for him, barring my opinion of him as a railroad manager. I am sorry that he stands to-day between the interests of the people and our corporation. There can be but one result, and that will be free admittance to us in Albany. For all we ask we give you fourfold in value. The star of the Albany and Susquehanna road as a mere local road has set. It must now be part of the great thoroughfare from the Atlantic to the Pacific, and Albany must be the distributing point, for here we change the gauge, and this must be the place of delivery. Albany must be where the tolls are taken. All the business pays tribute to you, and in that will be your wealth.

It is evident the hostility to our interests is stimulated by those in the interests of the Central. If the Central gets control of this road, as it hopes to do, it is plain that it would take off the trains and cease to run it, as it has done with the road to Athens. The interest of the Erie is to run it; the interest of the Central is to discontinue it.

In this case we shall fight on in this contest. If we win, you will reap the benefits; if we fail, you will be the sufferer. It is not a question of to-day, but of the future, and I think my holding-out powers will last with those who are opposed to me. I ask no advantage to which my case does not entitle me. Give Mr. Ramsey the advantages of all doubt, and what is left will waft us on to victory.

Yours, very respectfully, JAMES FISK, JR.
Albany, Aug. 9, 1869.

Active Hostilities—The Contending Forces Meet in a Tunnel and a Battle Ensues.

An Albany despatch, last evening, contained these particulars:—

The following is a summary of the operations along the line of the Susquehanna Railroad and in this city for the day:—Master Mechanic Blackhall, in command of one hundred and fifty men, under direction of Superintendent Van Valkenburg, of the Ramsey section, at dawn this morning resumed his forward movement from Bainbridge. The enemy, becoming alarmed, had left the line clear to the tunnel, and consequently the deposed Ramsey officials were placed in occupation again. At 10 o'clock this morning each party stood watching the other all the time, each fearing to begin hostile demonstrations, but at the same time evidently prepared for the worst. At 11 o'clock today the Erie force at the tunnel had been greatly augmented, occupying the entire ground. Governor Hoffman is at West Point. Comptroller Allen telegraphed to him to-day representing the necessity for the interference of the strong arm of the State to repress disorder and prevent riotous demonstrations. The Erie locomotive Roswell McNeil, which was captured at Bainbridge, arrived at the depot at 11:20 this morning, and was received with great applause. The Sheriff of Otsego county came down to Colliers this morning in pursuance of the writ of assistance. He, with all the other sheriffs along the line of the road, have doubtless been enjoined to-day. The situation at the tunnel at 2 o'clock to-day was very interesting. The hostile forces are on the south side of the tunnel. The Susquehanna train lays before the station. The men are all there patiently waiting for the next move. Despatches have been sent to all the stations between Oneonta and the tunnel to victual the army of occupation. The Erie raiders are encamped in a strip of woods on the curve below the station. The men are mainly mechanics. They say they have no disposition to fight, and prefer the quietude of the cool retreat they have found. Admiral Fisk is directing their movements from this city. The raiders brought a telegraph instrument with them, but the wires having been cut on each side of them, communication was interrupted. The Erie locomotive was thrown from the track by means of a new patent frog. At the same time, the Susquehanna train which was laying off on a side track, ran down behind the raiders, thus cutting off their return. By this manœuvre not only the locomotive but the men with it were captured. The prisoners are at Bainbridge under parole.

Throwing a Train Off the Track.

The *Tribune* published the following from Albany:—

Blackall was in readiness for them at Bainbridge. The Erie car came cautiously along the road, but not with sufficient caution to avoid the trap which had been set for them. Just as they were rejoicing at their arrival in the yard at Bainbridge, they found the front wheels of their locomotive in the mud! The Erie locomotive was thrown from the track by means of a new patent frog. At the same time, the Susquehanna train, which was lying on a side track, ran down behind the raiders, thus cutting off their retreat. By this manœuvre, not only the locomotive, but the men with it, were captured. The prisoners are at Bainbridge, under parole. The Sheriff at Broome county was with the party, and was immediately served with an injunction order.

By this time morning had dawned, and Blackall resumed his forward movement. The enemy becoming alarmed, had left the line clear to the tunnel, and consequently the disposed Ramsey officials were placed in occupation again. At 10 o'clock this morning the hostile parties stood watching each other at the tunnel, each fearing to begin hostile demonstrations, but at the same time evidently prepared for the worst.

The Ramsey party say they will not precipitate hostilities, but if assaulted they will defend themselves to the last. Instead of attempting to drive back the raiders they propose rather to tear up the track, and prevent any further advance on their part until such time as the law shall place them again in possession. The towns will now see the blunder they have committed in selling their stock. The raiders could not wait for the determination of the courts in the matter, but chose to disturb the business of the road by violent measures. Their cause is a desperate one, and calls for desperate means.

THE FRENCH CABLE.

An Incident of the Voyage—The Cable Breaks in a Storm—It is Buoyed and Picked Up.

From the diary of the correspondent of the London *News*, we quote a part of the account of the parting of the cable on the 1st of July. He says:—

The wind had increased in the night, and now it was blowing a gale, and in order to keep the stern of the ship directly over the line of the cable, it was necessary to back her almost at full speed directly against both wind and waves. This, of course, made her kick and heave now and again tremendously, and three or four times she shipped green seas over her stern, fairly drenching those on duty there, and breaking the little gallery around the stern V wheel, which certainly is not less than thirty feet above the level of the water. Orders were given to be in readiness to buoy the cable if necessary; but, as the fault was pronounced to be close at hand, the process of picking up was continued—and most successfully and uninterruptedly continued—till about five knots had come on board, when a heavier sea than usual striking the ship, she gave a kick so sudden and severe that the cable was unable to bear the extra strain thrown upon it, and it parted on board, some two hundred feet beyond the drum. All check being thus suddenly removed from the cable, the drum began to revolve with great rapidity, and the broken end to make frightfully rapid progress towards the stern of the ship, over which it would have disappeared in a very few seconds had not the stout fellows on duty with the stoppers put forth their utmost strength, and so managed to save the French Atlantic Cable literally by a few inches. The buoy was in readiness, and in an incredibly short space of time the buoy-rope was made fast to the end of the cable, and the buoy itself cast adrift. Two other buoys were then let go—one by the Great Eastern and another by the Scandinavia—to serve as mark-buoys should any accident befall the buoy which held the end of the cable and grappling become necessary.

July 2.—By 6 o'clock this morning "the tempest had dwindled to a calm," and all being prepared, a boat was lowered with a few experienced "hands" in her, who soon managed to attach the chain of the buoy to a stout rope conveyed from the ship. The latter was then cast adrift, and once more the cable, banished for a time, was hanging from the Great Eastern. Picking up then commenced, and by half-past seven the end of the cable had come over the stern of the ship, and an hour later the electricians pronounced the fault to be on board. Splicing commenced forthwith, and by half-past 10, to the unspeakable delight of every one, we were again "paying out" and making our way westward. This was the first time in the history of submarine telegraphy that a cable had been cut, buoyed, and picked up again in such deep water during the process of laying. Although, as an engineering feat, it is not to be named with the famous grappling of 1866, still as an accomplished fact it is scarcely less important. We had already seen that in calm weather, with the necessary machinery, there was no real difficulty in picking up a cable of 2500 fathoms, and now Sir Samuel Canning had shown us that, should the weather be unfavorable for immediate recovery, it was comparatively easy, in skilful hands, to buoy the cable in a gale of wind, and then, when the storm abated, to pick up the buoy and resume operations. The fault has been cut out and examined. It differs in no essential matter from the two previously described. Their mode of occurrence puzzles everybody, and, although many ingenious theories have been broached, none of them will "hold water."

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Wednesday, August 11, 1869.

The Money market is not quite so easy to-day, though there is no absolute want of money either at the banks or outside. The stockbrokers are again comparatively quiet, which affords more facilities to business borrowers to obtain aid at the banks, but as the latter are not gaining much headway, they are prudent and cautious in their transactions, and discount only to good customers, except by favor. They are in all cases choice in their selection of collaterals.

Call loans are rather stiff at 5@6 per cent. on choice securities, the latter figure prevailing. Discounts range between 7@9 per cent. according to the character of the securities offered.

Gold opened very weak this morning at 135¼, and sales at 11:30 A. M. were made on Third street at 135⅛.

There was a dull market in Government loans today, and prices show another slight decline from closing prices of yesterday.

The Stock market is exceedingly quiet at about yesterday's quotations. Pennsylvania 6s, third series, sold at 113. City loans were steady at 102½ for the new issues. Lehigh Gold loan may be quoted at 99.

Reading Railroad presents no new feature worthy of special note, and closed at 48⅝6; Pennsylvania Railroad advanced ½, selling at 57½. Catawissa Railroad preferred sold at 37¾, an advance of ¾, closing strong at 38 bid; Lehigh Valley Railroad was taken at 57; Camden and Amboy Railroad at 121¾; and Oil Creek and Allegheny Railroad at 41, b. o.

Canal shares were dull. 36½ was bid for Lehigh Navigation; and 19¾ for Schuylkill Navigation preferred.

Coal shares were without change. 5 was bid for New York and Middle; 6 for Fulton; and 6 for Big Mountain.

In Bank stocks the only transaction was in Farmers' and Mechanics' at 120¼.

Passenger Railway shares were neglected.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$1000 Pa 6s,3 se....	113	100 sh Penna..	Mon.	57⅝
$17000 City 6s,New	102½	31	do.....	ls.	57⅝
200 sh Read R...	ls.48⅝6	20	do.....	57⅝
27 sh C & Am R.	121¾	100	do.....	b30.	57⅝
1 do.....	121¾	100	do.....	b60.	57⅝
10 sh Cam & A. Se..	66	100	do.....	s60.	57⅝
1 sh Leh Val R....	57	100	do.....	b60.	57⅝
200 sh Cata Pf...	b5. 37½	100	do..s60wn.	57⅝
50 sh O C & A R.	b60 41	300	do..s60wn.	57⅜
5 sh Far & M Bk.	120¼			

—NARR & LADNER, Bankers, report this morning's Gold quotations as follows:—

10:00 A. M.	135½	10:56 A. M.	135⅜
10:05 "	135⅜	11:09 "	135⅛
10:15 "	135⅜	11:22 "	135⅛
10:25 "	135⅜	11:23 "	135⅛
10:42 "	135⅜	12 M "	135⅛

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 124¾@124⅝; do. 1862, 124¼@124⅜; do. 1864, 123⅛@123⅜; do. 1865, 123¼@123⅝; do. 1865, new, 121⅞@122⅛; do. 1867, new, 122¼@122⅜; do. 1868, 121⅞@122⅛; do. 5s, 10-40s, 115⅛@115⅜; U. S. 30 Year 6 per cent. Cy., 110@110⅛; Due Comp. Int. Notes, 19⅛; Gold, 135@135⅛; Silver, 129½@131.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 124½@124¾; 5-20s of 1862, 124⅞@124⅝; do., 1864, 123¼@123½; do., Nov., 1865, 123¼@123½; do., July, 1865, 122@122¼; do., 1867, 122⅜@122½; do., 1868, 122@122⅝; 10-40s, 115⅛@115⅜; Pacifics, 110@111. Gold, 135½.

PENNSYLVANIA CANAL COMPANY.—The following are the receipts for the week ending August 11, 1869.....$25,492·96

Previous in 1869.....299,588·19

Total in 1869.....$325,081·15
To same period in 1868.....271,288·65

Increase in 1869.....$53,792·50

—They have now at Saratoga a young lady possessing eight trunks of Parisian toilettes, several boxes of *lingerie*, and $10,000 in rings, ear-rings, brooches, necklaces, and other ornaments. Five years ago this demoiselle resided over her father's dramshop in Sixth avenue, New York.

Philadelphia Trade Report.

WEDNESDAY, Aug. 11.—There is less activity in the Flour market, but prices are unchanged. There is some demand for shipment, but the bulk of the sales are to supply the wants of the home consumers. 2000 barrels were taken, including superfine at $5@5·50; extras at $5·50@5·75; Iowa, Wisconsin, and Minnesota extra family at $6·50@7·75; Pennsylvania do. do. at $6·50@7·25; Ohio do. do. at $6·50@8; and fancy brands at $8·50@10, according to quality. Rye Flour is steady at $6·25 ₱ bbl.

There is a firm feeling in the Wheat market, and for prime a fair inquiry prevails, but inferior sorts are neglected. Sales of 2000 bushels new Pennsylvania and Southern red at $1·38@1·65, and 3000 bushels Indiana white at $1·75. Rye is unchanged; 1000 bushels Western sold at $1·20@1·25. Corn is quiet, but the recent advance is well sustained; sales of 2000 bushels at $1·20 for yellow, and $1·18@1·20 for Western mixed. Oats are steady, with sales of Western at 74c., and new Pennsylvania and Southern at 60@65c. Nothing doing in Barley or Malt.

Whisky is steady at $1·14@1·17 ₱ gallon, tax paid, for wood and iron-bound barrels.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

[BY TELEGRAPH.]

FORTRESS MONROE, August 11.—Passed in for Baltimore—Brig George Lattimer, from St. Johns, Porto Rico.

PORT OF PHILADELPHIA.....AUGUST 11.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....68 | 11 A. M.....81 | 2 P. M.....86

CLEARED THIS MORNING.

Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.
Barque William Fisher, Burney, Havre, Workman & Co.
Schr S. A. Boirt, Yates, Boston, Caldwell, Gordon & Co.
Schr Francis Edwards, West, Boston, Knight & Sons.
Schr Wm. Slater, Watts, Boston, do.
Schr Alaska, Trout, Gloucester, Weld, Nagle & Co.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Fairy Queen, Perkins, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Pioneer, Barrett, 50 hours from Wilmington, N. C., with naval stores to Philadelphia and Southern Mail Steamship Co.
Steamer Mayflower, Fultz, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Barque R. G. W. Dodge, Munroe, 6 days from Boston, with ice to Knickerbocker Ice Co.—vessel to S. Lathbury Ice Co.
Br. barque Ada, Murphy, 3 days from New York, in ballast to E. A. Souder & Co.
Brig Charles Miller, Gilkey, from Richmond, Me., with ice to Knickerbocker Ice Co.
Schr Nellie F. Burgess, McKenney, from Gardiner, Me., with ice to Knickerbocker Ice Co.
Schr L. B. Knight, Smith, from Boston, with ice to Penn Ice Co

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics—Compiled Every Day for the Evening Telegraph.

CARPENTER'S FOREIGN POLICY.

From the N. Y. Tribune.

Senator Matt. H. Carpenter, of Wisconsin, made an address at Beloit College last month, on occasion of the dedication of a Memorial Hall in honor of the fallen heroes of the war, and explained in the course of it the programme of a party among our political men whose opinions, whether we agree with them or not, demand our most careful consideration. Senator Carpenter reminds us of the early Puritans who governed the State with the aid of the catechism, and constructed political platforms upon strict theological principles. The choice of a party is for him a matter of prayer and devout meditation. The Constitution of the United States is to be read by the light of the Bible, and the Fourth of July is not only a national holiday but a sacred festival. To the sentiments of such earnest politicians it is fitting that we should listen with respect; these men are not very numerous, but they are very strong, and sooner or later they exert a powerful influence. American liberty, according to Mr. Carpenter, is a part of God's scheme for the social regeneration of the world. Out of the darkness and oppression of Eastern despotism he gradually evoked the dawn of liberty, which moved ever eastward until in the British islands, on the very verge of the civilized world, it broke into the fixed light which is destined to irradiate the whole earth. The new continent of America received the gift, and here it was fostered, by the almost miraculous assistance of heaven, until it resulted in the perfect doctrine of the full equality and freedom of man. We have reached this goal through long suffering and trial and war, and now it is our duty to spread throughout the nations the same elevated principles. Hence the mission of America becomes, according to this view, a divine inspiration, and Republican statesmen are elevated to the romantic dignity of crusaders. Hence, also, a certain degree of interference in the affairs of Europe becomes not only our privilege but our sacred duty.

Mr. Carpenter is far from desiring that we shall declare general war against kings and emperors, especially if a steady menace of war can be made to serve our purpose as well as actual hostilities; but we are bound to exercise our influence wherever we can in support of popular institutions. England, for instance, is now in the agony of a great struggle between the people and the aristocracy. Our relations with that Government enable us either to aid or embarrass the Liberal party. We have a heavy pecuniary claim against England for damages inflicted by the Alabama; we have cause of grave complaint, even of war, for the unparalleled "insolence" of Great Britain in the Mason and Slidell affair; we have a just grievance in the conduct of the Ministry towards the Southern Rebels, whereby the war was indefinitely prolonged, and our commerce and treasury suffered a loss not to be computed in dollars. For all these injuries and all this insolence we have a right to hold England responsible. Our true course is to keep the exercise of this right in reserve until it can be put forth in such a manner as to most effectually serve the English Liberals—that is, the English people—who were always our friends, and whose interests are identical with our own. We have a right to go to war; very well, the right will keep. Let us wait till the time comes to use it. "If, in some crisis of her political destiny, we should see that it was in our power, by enforcing our utmost rights by war, to be an instrument in the hands of God to avenge the outrages committed by that blood-stained monarchy, and to establish the republican element of her people, no principle of the law of nations would be violated that we had chosen that moment for the stern enforcement of our just rights." Let our Government, if it will, buy up the claims of its own citizens for indemnity on account of the Confederate piracies, and then let it say to the English Republicans:—"You have got the aristocracy on a down grade; *now push them.* We will wait for our ten millions' actual pecuniary loss, until you get into power and can pay it; and when you have trampled the governing classes under your heel, you will thereby have saved us the trouble of chastising them for their insolence, and then we will clasp hands across the Atlantic in joint sympathy with every people struggling to be free."

With the Republicans of Spain, of France, of Italy, of the other countries of Europe, we are also united by ties of interest and of solemn obligation, and them also it may be our privilege some day to help as we can now help the Republicans of England. That this general crusade of liberty can be preached without a final appeal to the sword, Mr. Carpenter, for all his peaceful disclaimers, evidently does not believe. All good things, he reasons, must be bought with a price; education costs money, prayer costs money, life itself costs money; and the glorious functions which the Almighty has assigned to the United States cannot be fulfilled without labor and battle. It was well to keep aloof from foreign complications while we were young and weak; but now that we have reached manhood we must face the duties and bear the responsibilities of manhood. "We must be about our Father's business."

Mr. Carpenter will no doubt let us hear more of his aggressive policy during the coming session of Congress, and we shall see what the country thinks of it. Certainly the American people are not ready to take up the political propagandism of which he promises to become a prophet, or to admit that the Declaration of Independence can be shot from Parrott guns into the monarchical strongholds of the Old World. War with England would be too dreadful an evil, both to us and to English republicanism, to be lightly threatened.

THE SUEZ CANAL AS AN AGENT OF CIVILIZATION.

From the N. Y. Herald.

After ages of bloodshed and misery the world has learned the fact that it is impossible to civilize a people by force. The thing can no more be done than can a law make good and moral citizens. The process in both cases must be gradual. People cannot be made religious by means of Sunday laws; they cannot be beaten into civilization. The process that the original inhabitants of this country have undergone is a most striking evidence of the failure of the compulsory principle. We, or rather the European races and their descendants, have succeeded, after having spent nearly four hundred years in the effort, in almost exterminating the unfortunate victims, and have in return given them only our worst vices. Who can trace in the now lazy, ignorant, good-for-nothing native inhabitant of Mexico or Peru the descendant of those men who built the marvellous cities that Cortez and Pizarro so effectually civilized out of existence? Granting the Indians of Cooper to have been fair types of their race, what has civilization done in turning one of the Mohicans into the thieving vagabond that infests our Western frontier? It is true that the races not of the Caucasian type seem to have reached their final development long ago, and that for many years they have been retrograding. Some of these races are undoubtedly doomed to extinction; but contact with higher civilized types has almost invariably hastened the inevitable result.

A different policy has, however, been inaugurated; we are pursuing a more humane course towards our Indians; England is commencing to see the necessity of doing more justice to her countless subjects in the East; she is also about to give up the "gunboat policy" in her relations with the Chinese, thanks to the efforts of one of our citizens; Japan is feeling the effects of an enlightened intercourse with more civilized nations, thanks again to the movement inaugurated by our Government. Egypt for years past has felt the invigorating effect of intercourse with more highly developed nations; she may thank her geographical situation for the fact that the compulsory course of treatment has not been insisted on in her case; the control of the overland route to the East has been of such great importance that no one power has been allowed to monopolize it; her treatment has been dictated by the mutual jealousy of the doctors, and the same with Turkey.

An illustration in one of the late English pictorial papers marks a new era; the subject is an immense boat load of Mohammedan pilgrims on their road to Mecca, being towed by a steamer through the Suez Canal. What an immense field of thought this subject presents to the political philosopher! The highest appliances of modern skill brought to bear to aid the descendants of the very men who for ages were the greatest terror to the ancestors of those who are now helping them on their pilgrimage—the Frank helping the Turk. What would the shade of Charles Martel, that hero who saved France from the fierce followers of the false prophet, say to this? And what effect will this have on those very pilgrims—what effect upon Egypt herself—Egypt, the very mother of civilization, rich above all other lands in records of remote greatness? What effect can it not fail of having?

Fanaticism can never be subdued by force. There is no truer saying than "The blood of the martyrs is the seed of the Church;" but men are always most open to material arguments, and none could be more convincing than those which the Christian races are now putting before the East. Christianity to-day certainly possesses the monopoly of power, of intellect, and of influence in the world. Christians are physically better off than the followers of other sects, have better houses, better food, are better paid for their work. The best argument with the heathen is to show him the condition of Christians compared to his own. It must be better than our system, he naturally says, since these men enjoy the comforts of life in so much higher degree than I do.

The Suez Canal, by showing them what Christian enterprise can accomplish, is worth a hundred missionaries. It produces respect for the system whose followers can produce such results; it excites their ambition by holding forth to them the most tempting rewards should they embrace the religion whose disciples rule the world. And the great enterprise which will mark a new era in commerce, which will produce new developments of the utmost importance in the political relations of the world, will also be a most potent agent in the regeneration and conversion of Egypt, Asia Minor, and Turkey, and through them will react on the vast interior regions of Africa and Asia.

THE CARPET-BAGGERS IN CONGRESS.

From the N. Y. World.

Now that the people of the Southern States are slowly emerging from the condition of captives to recover their rights with their duties as citizens of the Union, it will begin perhaps to be clear to all men's perceptions not only that the class of persons known as "carpet-baggers" really are held in contempt at the South, but also that they deserve to be held in contempt, and that in the North as well as in the South. The carpet-bag in itself is a harmless, necessary impediment enough, nor is it intrinsically contemptible that a man whose whole wordly goods are compressible within a carpet-bag should pack them into one, take it up, and set forth in search of fortune. Honest men, men of sense and of character, with or without carpet-bags, are needed in the South, as they are needed in the West, in the East—wherever there is work to be done, wherever there are resources to be developed and opportunities to be put to profit. Nor is there any reason to suppose that the South, any more than the West or the East, desires to repel such persons from its borders. The "carpet-bagger" is a political adventurer who has got place and pelf for himself by making the poverty and the political prostration of the Southern whites work together with the credulity and ignorance of the Southern blacks for his personal advancement. All honest and respectable Northern leaders of the party with which such adventurers have necessarily acted know perfectly well that the arts and influences by which the "carpet-baggers" have gained their object are influences and arts which no honest and respectable man could possibly use either at the South or at the North. Knowing this, they naturally shun all but the most strictly formal associations for strictly political purposes with such persons. The "carpet-bagger" who appears at Washington in the guise of a radical representative from Georgia or of a Republican Senator from Louisiana may be put upon a committee, but he is not taken into its councils; he may be admitted to a caucus, but he has no share in shaping its decisions; he may be granted the floor in Congress, but no man listens to his palaver. The scandal of his presence among them must be endured by the Republicans who really represent real constituencies, for it is they who have made that scandal possible by the tissue of outrages upon liberty which they have christened "the Reconstruction of the South." But they are only willing to endure this scandal as a body. As individuals, they keep their skirts as clear of personal contact as possible with the creatures of their evil work. The position is an awkward and disagreeable one, doubtless. But it is of their own making. They are punished whereby they sinned. Desiring to get radical members into Congress from the South, they planned a system under which it is simply impossible that radical members should get into Congress from the South without disgrace and dishonor. Northern men who appear in Congress as Democratic conservative members from the South are treated by respectable radicals from the North with courtesy and respect, because those respectable radicals know that they were sent to Congress by the best men, the real people, of the districts which they claim to represent. The nonsense which is talked on the stump at the North and West about the "truly loyal" constituencies of the genuine radical "carpet-baggers," by no means cheats the politicians who talk it. They understand the true state of the case perfectly, and they govern their personal relations accordingly.

The average radical Congressman from the North is not much of a hero, nor does he greatly resemble the Douglass of Sir Walter Scott's chivalric poem. But he has sense and self-respect enough to make as sharp a difference between the official and the personal claims of the average radical "carpet-bagger" from the South as was made by the grim old Earl between the official and the personal claims of the English envoy:—

"My manors, halls, and bowers shall still
Be open at my sovereign's will
To each one whom he lists, howe'er
Unmeet to be the owner's peer;
* * * *
The hand of Douglas is his own,
And never shall in friendly grasp
The hand of such as Marmion clasp."

This abject and twilight condition of the radical carpet-baggers in Congress is one of the many hopeful auguries of the near dawning of a better day. The contempt in which these men are held is reacting, slowly, perhaps, but surely, upon the system which has called them into being. The spectacle of a class of Congressional Pariahs representing the tyranny of an ignorant minority over an intelligent majority cannot but be revolting to a free people. Armies and acts of Congress may make such a spectacle possible for a time. They cannot make it for any long time tolerable.

FEWER STATES AND GREATER ONES.

From the N. Y. Times.

A Russian journal of some authority reports that the Czar is much disquieted by the project of Prussia to pierce the Isthmus of Schleswig.

To obviate as far as possible the embarrassments likely to result from such a step, the Prince Gortschakoff is doing his utmost to bring about a union of the States of Denmark and Sweden. In furtherance of these views the Czar determined to send Prince Vladimir to assist at Stockholm on the 29th of July, at the marriage of the hereditary Prince of Denmark and the Princess Louise, of Sweden.

If this be true, we wish the Czar's scheme every possible success. There are too many States in Europe. The Italian and Prussian wars, by reducing their number a dozen or so, showed the direction in which civilization in Europe was moving. The railroad, the telegraph, and the newspaper have made the interests of each State more and more the interest of all, and every unnecessary frontier is an obstruction, a calamity.

There is a great economy in long lines of railway and telegraph; in the paucity of courts and custom-houses; in controlling large masses by the same laws; in establishing free intercourse with many markets. A court for a small State is nearly or quite as expensive as a large one. The more States there are the more are national prejudices and jealousies cultivated, and peculiarities and differences of idiom perpetuated. A large State is a power, has a literature, a national spirit, does memorable things, breeds great men.

This is less true of small States. Neither Sweden or Denmark is capable of constituting a separate nationality. They have neither the population nor the territorial qualifications for such a *role* in Europe, and their relative incapacity diminishes annually. Together they might make a powerful State.

It is a pity that Spain and Portugal cannot see that they do not possess the material for two empires.

THE CONVICTED USURERS.

From the N. Y. Sun.

The Wall street brokers who pleaded guilty to the indictments against them for usury were sentenced by Judge Cardozo yesterday.

President Grant, in his inaugural, expressed the opinion that the best way to secure the repeal of the obnoxious laws is to enforce them. The general sentiment of the mercantile community is against the usury laws, though the school of political economists to which the Hon. Horace Greeley belongs is opposed to repealing them.

The *Nation*, in an article upon these prosecutions, asks what it means that a jury of intelligent merchants could be found to indict citizens under this law, which had become virtually a dead letter. It means that a jury could be found in this city who did the duty which they were sworn to perform. Every law upon the statute-book of the State of New York should be strictly enforced. Repeal it, if it is a bad one; but obey it so long as it remains there.

BUTYRACEOUS BOSH.

From the N. Y. World.

The Chinese are reputed to be the most intolerably polite people in the world. They carry that self-suppression, which is the essence of good-breeding, so far that when they speak of themselves or their belongings, it is always in terms of depreciation. "I have just had the exquisite pleasure," observes one Chinese father to another, "of beholding your pile-of-volumes-son and your string-of-rubies-daughter." "Nay," responds the other, with infinite humility, "dog of a son have I none, though a bamboozable cat of a daughter I have."

Now, we don't propose to recommend this extravagance of politeness. But is there no mean between this and the sublimities of self-praise in which our own people are so fond of indulging? On Saturday, Newburg "banqueted" our peripatetic President. He sitting at table, this toast was gravely read out before his very face, and drunk "with all the honors:"—

"The Military Academy of West Point—may it in the future, as it has in the past, be always able to produce the first soldiers of the age."

If one of the guests at this banquet of bumpkins had picked up a pat of palpable actual butter from the table and clapped it, after the Abyssinian fashion, on the top of the President's head, we doubt whether even Mr. Grant's patience under donations would have enabled him to keep his temper. But this pat of moral butter was flung in his face with glee, and, so far as appears, accepted by him with satisfaction.

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PAPER HANGINGS,

NO. 251 SOUTH THIRD STREET,

BETWEEN WALNUT AND SPRUCE,

PHILADELPHIA.

COUNTRY WORK PROMPTLY ATTENDED TO. 2 18

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh, Branch, No. 307 FEDERAL Street, Camden, New Jersey. 2 25

1115.—HOPKINS'

HOOP-SKIRT AND CORSET MANUFACTORY AND SALESROOMS,

No. 1115 CHESNUT STREET.

Our CHAMPION SKIRTS better and cheaper than all others. 19 to 50 springs, 95c. to $2·25. Our Keystone Skirts, 20 to 60 springs, 60c. to $1·40; New York made Skirts, from 20 to 40 springs, 45 to 75c.

R. Werley Corsets, $2·50, $3·50, $4·50.

Beckel Corsets, from $1 to $7.

Thomson's "Glove-fitting" Corsets, from $2·20 to $5.

Mrs. Moody's patent self-adjusting abdominal supporting Corsets, from $3 to $7—highly recommended by physicans, and should be examined by every lady.

Over 40 other varieties of Corsets, from 75c. to $9·50.

Skirts and Corsets made to order, altered and repaired.

WHOLESALE AND RETAIL. 7 23 3m

WILLIAM T. HOPKINS.

FOR SALE.

FOR SALE OR TO RENT.

GERMANTOWN, five minutes' walk from Wayne Station, two neat and comfortable Houses on WAYNE Street, below Manheim, suitable for a small and genteel family, with all the modern conveniences, gas, water, range, heater, etc. Rent, $500 per annum. Apply to JACOB KAUPP, No. 77 WISTER Street, Germantown Possession at once. 6 18 tf

FOR SALE—HANDSOME THREE story Brick Dwelling, three-story double back building, No. 634 SIXTH Street, above Green; modern improvements, and in excellent order. Was owned and built by the late Henry Derringer, deceased, of the very best materials and workmanship. Immediate possession Agent at house from 12 to 2 o'clock daily. 6 7 tf

TO RENT.

GERMANTOWN PROPERTY TO LET.—A large, modern-built house, tenant-house, coach-house, and five acres of land, handsomely laid out walks and garden; within two minutes' walk of Duy's Lane Station. Apply to J. ARMSTRONG 6 21 3m*

ICE CREAM AND WATER ICE.

THE NEAPOLITAN

ICE CREAM AND WATER ICES.

THE PUREST AND BEST IN THE WORLD.

This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city, as you call candy. Fifteen or twenty different kinds of them are kept constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States and superior to any Ice Cream made in Europe.

Principal Depot—No. 1234 WALNUT Street.
Branch Store—No. 1020 SPRING GARDEN Street.
5 15 E. J. ALLEGRETTI.

WIRE GUARDS

FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by

M. WALKER & SONS, No. 11 N. SIXTH Street. 2 3fmw5

WOODLANDS CEMETERY COMPANY.—The following Managers and Officers have been elected for the year 1869:—

ELI K. PRICE, President.

William H. Moore,	William W. Keen,
Samuel S. Moon,	Ferdinand J. Dreer
Gillies Dallett,	George L. Buzby,
Edwin Greble,	B. A. Knight.

Secretary and Treasurer, JOSEPH R. TOWNSEND.

The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 315 ARCH Street, or of any of the Managers. 1 23

SUMMER RESORTS

ATLANTIC CITY.

UNITED STATES HOTEL,

ATLANTIC CITY, N. J.

Now Open for the Reception of Guests.

HASSLER'S BAND, under the direction of Simon Hassler, is engaged for the season.

Persons wishing to engage rooms will apply to

GEORGE FREEMAN, Superintendent, ATLANTIC CITY, or

BROWN & WOELPPER, 6 5 2m No. 927 RICHMOND Street, Philadelphia.

SURF HOUSE,

ATLANTIC CITY, N. J.,

WILL BE OPEN UNTIL SEPTEMBER 20.

TERMS MODERATE.

For rooms, terms, &c., address

THOMAS FARLEY, Proprietor.

Carl Sentz' Parlor Orchestra has been engaged for the season. 8 1 1m

THE WHITE HOUSE,

AT ATLANTIC CITY, N. J.,

located on Massachusetts avenue, is now open for the reception of visitors. The bathing opposite the house is UNSURPASSED, AND THE BATHERS ARE SECURE FROM DANGER BY THE "SAFETY FLOATS" ENCLOSING THE BATHING GROUNDS! Apply to

7 2 fmw3m WILLIAM WHITEHOUSE.

EXCHANGE HOTEL, ATLANTIC CITY, GEORGE HAYDAY, Proprietor. TERMS, $2 PER DAY.

Having enlarged the Hotel, and beautified it with a Mansard roof, the Proprietor takes pleasure in announcing that he has opened the same for the season of 1869. In returning thanks to the public for past patronage, he respectfully solicits a continuance of the same, pledging himself to furnish all his Boarders with all the accommodations of a First-class Hotel.

Old stock Ale and choice Liquors and Wines served upon call. 6 23 20t

MOUNT VERNON COTTAGE

ALBERT BROTHERS, Proprietor.

A good Dinner, good Liquor, and a good bed for all of my friends.

Remember MOUNT VERNON COTTAGE, 7 17 1m ATLANTIC CITY.

LIGHTHOUSE COTTAGE, ATLANTIC CITY, JONAH WOOTTON, Proprietor.

The most desirable location on the island, being the nearest point to the surf.

Guests for the house will leave the cars at the United States Hotel. No Bar. 7 19 1m

MACY HOUSE, MASSACHUSETTS AVENUE, ATLANTIC CITY, N. J., keeps open the entire year. Situated near the BEST BATHING; large airy rooms; furnished throughout with spring beds.

Terms, $15 to $18 per week.

6 23 6w GEORGE H. MACY, Proprietor.

JOHN METZ'S INLET HOUSE, ATLANTIC CITY, NEW JERSEY.

Purest brands of Liquors. 7 2 2m

HADDON HOUSE, ATLANTIC CITY, FOOT of NORTH CAROLINA Avenue, near the beach, a new house just finished, is now open.

7 2 1m SAMUEL P. HUNT, Proprietor.

DENNIS COTTAGE, ATLANTIC CITY, N. J. (MICHIGAN AVENUE),

Enlarged to double its former capacity, is now open for the reception of guests.

8 2 1m JOSEPH H. BORTON, Proprietor.

WAVERLY HOUSE, ATLANTIC CITY, N. J., corner ATLANTIC and DELAWARE Avenues, opposite the United States Hotel. To those seeking comfort and pleasure this house has, in its delightful shade and eligible location, advantages seldom found on the seashore. M. J. JOY, Proprietress.

SANK HOUSE, ATLANTIC CITY, N. J., corner of ATLANTIC and CONNECTICUT Avenues, is now open, enlarged and improved. One of the pleasantest locations on the island.

6 24 1m LEWIS REPP, Proprietor.

EVARD HOUSE, ATLANTIC CITY, N. J., (Pennsylvania Avenue, between Atlantic and Arctic,) is now open for the reception of guests.

T. F. WATSON, Proprietor.

CONGRESS HALL, ATLANTIC CITY, N. J., GEORGE W. HINKLE, Proprietor. Now open for the season. It has been thoroughly renovated and put into complete order. In connection with the bathing there are new bath-houses, and Captain W. Tell Street's life lines and buoys introduced for the especial use of the boarders.

THE NEPTUNE HOUSE, ATLANTIC CITY, N. J., is NOW OPEN. The location of this house only one hundred feet from perfectly safe and excellent bathing, together with its comforts as a First-class Hotel, make it a most desirable stopping place. For terms, apply at the Hotel, or at No. 707 Wood street, Philadelphia.

ROBERT L. FUREY, Lessee.

REED HOUSE, ATLANTIC CITY, N. J., (Next door to United States Hotel).

CHARLES SOUDER, M. D., Proprietor.

KENTUCKY HOUSE, ATLANTIC CITY, N. J., is now open for the reception of visitors.

MRS. M. QUIGLEY, Proprietress.

COLUMBIA HOUSE, ATLANTIC CITY, N. J., opposite the Surf House, IS NOW OPEN.

Terms to suit the times.

EDWARD DOYLE, Proprietor.

THESGHAUFLER HOTEL, ATLANTIC CITY, N. J. The best location on the island, with an A No. 1 table, and the best attention paid to its guests. Eighty fine sleeping chambers, with beds, etc., unsurpassed.

ALOIS SCHAUFLER, Proprietor.

COTTAGE RETREAT, ATLANTIC CITY, N. J., is Now Open, enlarged and improved. Spring beds throughout the establishment. Rooms for invalids. Terms moderate.

MRS. McCLEES, Proprietress.

SEA VIEW HOUSE, ATLANTIC CITY, N. J., corner of PACIFIC and KENTUCKY Avenues, is Now Open for reception of guests.

LEEDS & DAVIS, Proprietors.

SEA-SIDE HOUSE, ATLANTIC CITY, N. J., is now open for the reception of guests.

EVANS & HAINES, Proprietors.

WINES.

HER MAJESTY CHAMPAGNE.

DUNTON & LUSSON,

215 SOUTH FRONT STREET.

THE ATTENTION OF THE TRADE IS solicited to the following very Choice Wines, etc., for sale by

DUNTON & LUSSON, 215 SOUTH FRONT STREET.

CHAMPAGNES.—Agents for her Majesty, Duc de Montebello, Carte Bleue, Carte Blanche, and Charles Farre's Grand Vin Eugenie, and Vin Imperial, M. Kleeman & Co., of Mayence, Sparkling Moselle and RHINE WINES.

MADEIRAS.—Old Island, South Side Reserve.

SHERRIES.—F. Rudolphe, Amontillado, Topaz, Vallette, Pale and Golden Bar, Crown, etc.

PORTS.—Vinho Velho Real, Vallette, and Crown.

CLARETS—Promis Aine & Uie., Montferrand and Bordeaux, Clarets and Sauterne Wines.

GIN.—"Meder Swan."

BRANDIES.—Hennessey, Otard, Dupuy & Co.'s various vintages. 4 5

CARSTAIRS & McCALL, Nos. 126 WALNUT and 21 GRANITE Streets,

Importers of BRANDIES, WINES, GIN, OLIVE OIL, ETC., AND COMMISSION MERCHANTS

For the sale of PURE OLD RYE, WHEAT, AND BOURBON WHISKIES. 5 28 2p5

CARSTAIRS' OLIVE OIL—AN INVOICE of the above for sale by CARSTAIRS & McCALL, 5 28 2p5 Nos. 126 WALNUT and 21 GRANITE Sts.

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours, 8 to 9. No. 275 ELEVENTH Street.

SUMMER RESORTS.

CAPE MAY.

SEWELL'S POINT FISH HOUSE.

Cold Spring Inlet, Cape May, N. J.

PLEASURE AND FISHING BOATS TO HIRE.

Meals and Refreshments served at short notice, and the best attention paid to the wants of fishing parties and visitors to the Inlet generally.

Wines, Liquors, Cigars, etc., of the choicest brands.

H. W. FAWCETT, 7 1 1m PROPRIETOR.

COLUMBIA HOUSE, CAPE MAY, N. J.

WILL RECEIVE GUESTS on and after JUNE 24th.

Extensive alterations and additions, added to the great advantage in location which the Columbia possesses, in consequence of the tendency of Cape May improvements, enable us to promise our patrons more than ordinary satisfaction.

For Rooms, etc., address

GEORGE J. BOLTON, PROPRIETOR, or J. H. DENNISON, 6 15 mwf 2m MERCHANTS' HOTEL, Philada.

WARNE'S MODEL COTTAGES

(Opposite the Stockton Hotel), CAPE MAY, N. J.

A few apartments, with board, in these splendidly-constructed Cottages, can be secured on immediate application at the Cottages to H. W. FAWCETT, 6 28 1m Proprietor.

SEA BATHING. NATIONAL HALL, CAPE MAY CITY, N. J.

This large and commodious Hotel, known as the National Hall, is now receiving visitors.

6 24 2m AARON GARRETSON, Proprietor.

CARR'S COTTAGE, JACKSON STREET, CAPE MAY, N. J., an entirely new and handsome hotel, just completed and newly furnished throughout, is now open for the season. Good accommodations for boarders. [6 28 1m] FRANCIS CARR, Proprietor.

MERCHANTS' HOTEL, CAPE MAY, N. J.—This delightfully located hotel is NOW OPEN for the season, where the undersigned, as heretofore, will devote his whole energies to the comfort of his guests.

6 28 2m WILLIAM MASON, Proprietor.

SHERMAN HOUSE, CAPE MAY, N. J.—Good eligible rooms can now be had at the Sherman House. Spring beds. Terms $15 to $18 per week.

8 6 12t CLIFFORD & CO., Proprietors.

PARKINSON HALL, HUGHES STREET, Cape May.—First-class Private Boarding House, commanding a full view of the Stockton House and ocean.

6 28 1m Mrs. E. PARKINSON JONES, Proprietress.

McMAKIN'S ATLANTIC HOTEL, CAPE MAY City, N. J., now ready for visitors, and to continue open the entire year hereafter.

6 28 1m JOHN McMAKIN, Proprietor.

CAPE MAY.—ADOLPH PROSKAUER, OF No. 222 S. THIRD Street, Philadelphia, MAISON DOREE, Restaurant *a la carte*, and hotel on European plan, corner of WASHINGTON and JACKSON Streets, Cape May. 6 28 1m

PHILADELPHIA HOUSE, CAPE MAY, N. J., is now open for the reception of guests. Address E. RIDGWAY FITH, Cape May,

6 28 1m or No. 1004 CHESNUT Street, Philadelphia.

LA PIERRE HOUSE, CAPE MAY, N. J.—This delightfully located hotel is now open for the season.

6 28 1m J. WIENER, Proprietor.

CAPE MAY—BOARDING AT McCALLA'S Cottage, LAFAYETTE Street. Address

8 4 6t* Mrs. C. J. CLAY.

TREMONT HOUSE, CORNER FRANKLIN and WASHINGTON Streets, Cape May, N. J., will open on the 3d of July. Terms, $15 to $16 per week.

6 28 2m HUMPHREY HUGHES, Proprietor.

NEW PUBLICATIONS.

BUREAU VERITAS (FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Classification of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by the Agents in New York.

ALF MERIAN & CO., 4 26 No. 49 EXCHANGE PLACE.

MANHOOD;

A MEDICAL ESSAY ON THE CAUSE AND CURE OF PREMATURE DECLINE IN MAN, the Treatment of Nervous and Physical Debility, etc.

"There is no member of society by whom this book will not be found useful, whether such person holds the relation of Parent, Preceptor, or Clergymen."—*Medical Times and Gazette.*

Sent by mail on receipt of fifty cents. Address the Author, DR. E. DE F. CURTIS, 6 29 6m No. 222 F Street, Washington, D. C.

PHILOSOPHY OF MARRIAGE.—A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 2 25

LUMBER.

1869 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869

1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869

1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869

1869 WALNUT BDS. AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869

1869 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869

1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1869

1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869

1869 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869

1869 CEDAR SHINGLES. CYPRESS SHINGLES. 1869

MAULE, BROTHER & CO., 11 No. 250 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—1 COMMON PLANK, ALL THICKNESSES. 1 C SIMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND S P PINE FLOORINGS, 1¼ and 4¼. SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber, for sale low for cash. T. W. SMALTZ, 8 25 6m FIFTEENTH and STILES Streets.

LUMBER UNDER COVER, ALWAYS DRY.

Walnut, White Pine, Yellow Pine, Spruce, Hemlock, Shingles, etc., always on hand at low rates.

WATSON & GILLINGHAM, 3 29 5 No. 924 RICHMOND Street, 18th ward.

LEGAL NOTICES.

LETTERS OF ADMINISTRATION HAVING been granted to the undersigned upon the Estate of WILLIAM D. SHERRERD, deceased, all persons indebted to the same will please make payment, and those having claims present them to

7 7w6t* JAMES H. SHERRERD, Administrator, No. 223 WALNUT Street.

NEWS SUMMARY.

City Affairs.

—At the regular meeting of the Board of School Controllers held yesterday afternoon, Mr. Freeborn called attention to the fact that in some of the sections the vacation had commenced several days earlier than in others, and he thought there should be uniformity both in the closing and opening of the schools. He had learned that German is taught in one or more of the schools by outside teachers, and elocution also. If the School Controllers have the power over such matters they are supposed to have, it is time it was exercised. The matter was referred to the Committee on Schools. Mr. Hickok offered as an amendment to the by-laws, that no pupil in any school under the jurisdiction of the board shall be required to memorize or give *verbatim* recitations of the text of the Constitution of the United States; neither shall it be required of applicants for teachers' certificates at the semi-annual examinations. *Verbatim* recitations of the Constitution shall not be counted in the averages. Under the rules, the proposed amendment cannot be acted upon until the next stated meeting.

—An adjourned meeting of delegates from the various Trades Unions of the city was held last evening at the Schuylkill Hose House. T. F. Ross was appointed Chairman, and Frederick Baker Secretary. The credentials of a number of delegates were presented. The Chairman alluded in feeling terms to the death of the late Mr. Sylvis, President of the National Labor Association. He also referred to the Labor Congress which will meet in this city on the 16th of the present month, and urged upon all present to use their efforts to acquaint the members of the different trades of the important gathering.

—Mr. Joseph R. Lorant, of Brooklyn, reached this city yesterday, in search of two men, whom he charged with stealing from him lace veils, silks, etc., valued at five thousand dollars. By the aid of Detective Cobb and others the alleged fugitives were found at a house in Buttonwood street, and all the property was recovered. The prisoners had a hearing before Alderman Kerr, when Mr. Lorant testified that one of the accused lived with him, and that upon his going home one day he found that all his goods had been removed. The prisoners were held for a hearing in two weeks.

—Thomas Price, 39 years old, while working yesterday on a steamboat at Arch street wharf, fell into the hold and was badly injured internally. He was taken to the Pennsylvania Hospital.

—Last evening, about 7½ o'clock, several cars filled with coal ran off the track of the connecting railroad while passing through the tunnel at Thirty-second and Market streets, and were completely demolished. The coal was scattered in all directions, and considerable loss was sustained thereby. As far as ascertained, no one was injured.

Domestic Affairs.

—Gold closed yesterday at 135½.

—To-day the President will leave Washington for New York.

—Governor-elect Senter, of Tennessee, had a reception at Nashville last night.

—The plate printers of New York and Washington still hold out for higher wages.

—Admiral Dahlgren was yesterday placed in command of the Washington Navy Yard.

—A meeting in favor of moving the national capital to the Mississippi valley was held last night at St. Louis.

—Secretary Robeson has restored to many United States war vessels the names they bore prior to Mr. Borie's action in reference to them.

—Admiral Hoff's despatches from Cuba concerning the execution of Americans at Santiago de Cuba are in charge of the State Department.

—Gus Ford and George Kuhn, escaped prisoners from the Baltimore jail, have been recaptured. The capture of Hoffman, the Harnden Express robber, is also expected to take place soon.

—The practice of army officers to draw double pay for a time, and afterwards to refund the overdue amount to Government, is to cease. Officers transgressing hereafter are to be tried by court-martial.

—The steamship San Jacinto, from New York for Savannah, Ga., ran ashore at Body's Island at 2 A. M., on the 7th inst. The passengers and crew are safe, and if the weather remains calm the ship may be hauled off.

—The Fisk and Ramsey people have at last been brought into collision. In a fight at the tunnel on the Susquehanna road, several men were injured. Fisk's men are armed with revolvers. The Pennsylvania Central and other railroads have offered money and aid to the Susquehanna Railroad.

—Yesterday the nominating convention of Huntingdon county made the following selections of candidates:—For member of Assembly, J. M. Swoope; District Attorney, M. L. Little; Prothonotary, F. S. Fouz; Regulator and Recorder, J. E. Smucker; Treasurer, William Williamson.

The Albany and Susquehanna Railroad War.

BINGHAMTON, Aug. 10.—The managers of the Erie Railway Company are busy this morning preparing to prosecute the Albany and Susquehanna Railroad. Very little trustworthy information concerning the position of the case can be ascertained, but, as usual in such affairs, the streets are full of rumors.

Two special trains, filled with workmen, or "guerillas," so called, left this city this morning before 9 o'clock, on the Albany and Susquehanna Road, in Erie Railroad cars. The party consisted of 350 men, under charge of S. D. Rucker, General Superintendent of the Erie Road, and H. D. Pratt, Division Agent. They took with them a good supply of beef and flour, and appeared more like men on a military expedition than a civil mission.

Most of the men heretofore employed on this end of the Albany and Susquehanna Railroad are now lying idle. Up to noon no trains have arrived from Albany since yesterday morning. It is reported that the train which left here last night was seized at Afton by a large force of men in the Ramsey interest.

Removed to Fort Lafayette.

Ex Confederate Major Pratt, of Texas, who was charged with murder and treason before the United States Courts, and for whom a writ of habeas corpus was issued by Judge McCunn, was last night removed to Fort Lafayette by the United States soldiers.

The Saratoga Races.

SARATOGA, Aug. 10.—The races to-day here resulted as follows: First race, a handicap for all horses that had run at the meeting; one and three-quarter miles. Purse of $600; entrance money added. Won by Corsican in 3.10. The second horse was Viley, closely followed by Sanford.

Second race, four miles for all ages, for a purse of $1200, was won by Abdel Kader in 7.31. Vauxhall bolted and refused the race.

The third race, for the consolidation purse of $400, one and one-eighth miles; horses beaten. Once during the meeting allowed seven pounds; twice, ten pounds; three times, fifteen pounds, was won by Fanny Ludlow.

FROM EUROPE.

Arrival at Queenstown of the Yacht Sappho.

QUEENSTOWN, Aug. 10.—The American schr. yacht Sappho, owned by W. Douglass, of the New York Yacht Club, which left the lightship at Sandy Hook at 6·26 A. M. (New York time) July 28, arrived here last night at 9 o'clock precisely (Greenwich time), thus making the transatlantic voyage in 12 days 9 hours and 36 minutes. She reports light winds and foggy weather. All well on board.

Our Consul at Glasgow.

LONDON, Aug. 10.—The *Evening Telegraph* (Liberal) of yesterday contained an editorial on the case of Haggerty, who was appointed American Consul at Glasgow. The writer, after paying a tribute to the uniform good faith of the American Executive, as far as Fenianism is concerned, justifies the refusal of the British Government to grant his exequatur.

President Grant had no notice of the record of Haggerty, and under the circumstances the Government had no option but to refuse to acknowledge him, and the justice of the refusal will doubtless be recognized at Washington.

Mr. Gladstone is again quite ill, and his condition causes anxiety among his friends.

Further failures are reported among firms in the cotton trade at Preston.

A Royal Assent.

The royal assent has been given to the bill for the purchase of the telegraph lines by the Government.

The Harvard Crew.

The Harvard boat crew were out again for practice last evening, and made faster time than at any previous trial, though they rowed against wind and tide. They used on this occasion the London Club boat. The crew was composed of Lyman, bow; Loring, stroke; Fay, and Simmons. Lyman and Fay are the rellets who recently arrived in England. The coxswain has already acquired good knowledge of the course.

The Sabine.

CHERBOURG, Aug. 10.—The United States frigate Sabine has arrived at this port.

New Telegraph Enterprises.

LISBON, Aug. 10.—A French company has offered to construct a telegraph line from Lisbon and Gibraltar to England and America on a twenty years' concession without a subsidy.

Insurrectionary Movements in Spain.

PARIS, Aug. 10.—The *Patrie* says large bands, composed of officers and soldiers and members of the Clerical party, have assembled in the northern districts of Spain, well armed and organized. It is reported that a great Carlist demonstration has been fixed for August 5.

—Mr. Gladstone is again ill, and his friends express anxiety for his welfare.

—Mr. Motley has appointed Mr. Eastman to act as American Consul at Glasgow until the trouble caused by the refusal of an exequatur to Mr. Haggerty is settled.

The Steamship Cleopatra Lost—Passengers and Crew All Saved.

ST. JOHNS, N. F., Aug. 10.—The steamship Cleopatra, Captain Donald, from Montreal for London, was totally lost near Trepassy, N. F., on Sunday night. The passengers and crew were all saved, and have arrived here.

The Germania and Cleopatra were both lost near the same place, near Trepassy, the former on Saturday last, and the latter on Sunday. No lives lost. The passengers of the Germania are still at Trepassy.

THE CANVASSERS.

Their Place of Meeting.

Pursuant to adjournment, the Board of Aldermen reassembled in the Common Council chamber yesterday afternoon at 3 o'clock, President Alderman David Beitler in the chair.

After the board was called to order, the following resolution was read and adopted:—

Resolved, That the canvassers of the several divisions of the wards of the city of Philadelphia be and they are hereby directed to meet on the 2d and 4th days of October at the places hereinafter named in their respective wards and divisions.

FIRST WARD.

First division—J. Rivel's, League Island road.
Second—Eliz. Bouvier, N. E. corner Moyamensing road and Greenwich.
Third—Henry Sauer, S. E. corner Moyamensing road and Reed.
Fourth—H. Flach, cor. Fourth and Wharton.
Fifth—F. Trautman's, cor. Fifth and Dickerson.
Sixth—S. Peak, cor. Sixth and Dickerson.
Seventh—Michael Farley, N. E. cor. Passyunk road and Moore.
Eighth—C. Spring, cor. Eighth and Medina.
Ninth—Joseph Haigh, No. 1735 S. Fifth.
Tenth—Adam Alburger, N. W. corner Second and McClellan.

SECOND WARD.

First Division—Richard Andrews, S. E. corner Second and Prime.
Second—Edward Wachter, N. E. corner of Second and Carpenter.
Third—David Bennett, N. W. corner Moyamensing avenue and Washington street.
Fourth—Wm. Maurmann, S. W. corner Third and Christian.
Fifth—H. Lyman, cor. Fifth and Federal.
Sixth—R. Lehman, cor. Fifth and Christian.
Seventh—Jos. Shuster, S. E. corner Passyunk road and Christian street.
Eighth—C. Fusch, cor. Fifth and Redwood.
Ninth—H. Logan, cor. Tenth and Carpenter.
Tenth—M. D. Hampton, S. W. corner Eleventh and Carpenter.
Eleventh—John Halfpenny, S. W. corner Ninth and Hamilla.
Twelfth—John Coddington, S. E. corner Moyamensing road and Federal street.
Thirteenth—Francis Hagerty, N. E. corner Eighth and Carpenter.
Fourteenth—Richard Stokes, S. E. corner Passyunk road and Federal street.
Fifteenth—James Buckey, S. W. corner Twelfth and Peters.

THIRD WARD.

First division—Samuel Selby, northeast corner Second and Christian.
Second—Joel Week, No. 211 Queen.
Third—A. Kehoe, cor. Second and German.
Fourth—T. W. McKinley, No. 80g S. Sixth.
Fifth—C. Cayott, southwest corner Passyunk road and German street.
Sixth—Patrick McCrystal, southwest corner Sixth and Catharine.
Seventh—Industry, No. 716 Catharine.
Eighth—L. Schnater, southwest cor. Eleventh and Fitzwater.
Ninth—D. Alexander, southeast cor. Juniper and Fitzwater.

FOURTH WARD.

First division—Joseph King, 748 Swanson.
Second—Considine's, Second and Shippen.
Third—W. Luckhart, Second and Munroe.
Fourth—Charles Seithers, 614 S. Third.
Fifth—Owen Lamb, South and Charles.
Sixth—Eobel, Fifth, below Shippen.
Seventh—J. C. Allen, Seventh and South.
Eighth—E. Rementer, 813 Fitzwater.
Ninth—J. C. Smith, cor. South and Juniper.
Eleventh—Wildey's, Eleventh and Fitzwater.

FIFTH WARD.

First division—N. E. cor. Third and Gaskill.
Second—N. W. corner Third and Lombard.
Third—S. W. corner Fifth and Lombard.
Fourth—Union below Third
Fifth—N. E. corner Second and Spruce.
Sixth—S. E. corner Fourth and Spruce.
Seventh—N. E. corner Fifth and Locust.
Eighth—N.W. cor. Dock and Exchange place.

SIXTH WARD.

First division—S. W. cor. Second and Arch.
Second—Mt. Vernon Hotel, Second ab. Arch.
Third—Kelly's, Race above Second.
Fourth—St. Charles Hotel, Third bel. Arch.
Fifth—Falstaff Hotel, Sixth and Jayne.
Sixth—Wm. Leach, 310 Cherry.
Seventh—White Bear, Fifth and Race.
Eighth—Brood's, S. W. cor. Crown and Vine.

SEVENTH WARD.

First division—D. M. Matthews, Lombard and Eighth.
Second—Campbell, Lombard and Tenth.
Third—Wm. Jeffries, Pine and Tenth.
Fifth—Donnelly, Fifteenth below Lombard.
Sixth—S. W. cor. Sixteenth and Lombard.
Seventh—S. W. cor. Sixteenth and Helmuth.
Eighth—Parks, Seventeenth and Carter.
Ninth—S. W. cor. Eighteenth and Naudain.
Tenth—J. Patterson, Nineteenth and South.
Eleventh—J. Clendenning, Twentieth and Pine.
Thirteenth—Conner, Twenty-fourth and Pine.
Fourteenth—Jos. McGinley, Twenty-third and Naudain.

EIGHTH WARD.

First division—904 S. Eighth.
Second—S. W. cor. Twelfth and Latimer.
Third—241 S. Broad.
Fourth—S. E. corner Broad and Chesnut.
Fifth—Twenty-first and Lombard.
Sixth—1930 Summer.
Seventh—Cor. Seventeenth and Latimer.

NINTH WARD.

First division—S. E. cor. Eighth and Filbert.
Second—Filbert above Eighth.
Third—Filbert below Tenth.
Fourth—Thirteenth and Filbert.
Fifth—Broad above Chesnut.
Sixth—D. B. Beitler, 1619 Market.
Seventh—S. E. cor. Twentieth and Market.
Eighth—S. W. cor. Twentieth and Filbert.

TENTH WARD.

First Division—D. Myers, 148 N. Seventh.
Second—N. W. cor. Ninth and Cherry.
Third—S. W. cor. Eleventh and Vine.
Fourth—W. Evear, Eleventh, below Mark's lane.
Fifth—111 and 113 N. Broad, Columbia House.
Sixth—S. E. cor. Thirteenth and Monterey.
Seventh—N. W. cor. Fifteenth and Cowslip.
Eighth—S. W. cor. Sixteenth and Cherry.
Ninth—G. C. Wilkins, 113 North Eighth.
Tenth—S. W. cor. Twenty-first and Toner.
Eleventh—S. E. cor. Twenty-first and Winter.
Twelfth—S. W. cor. Twenty-second and Vine.

ELEVENTH WARD.

First division—N. W. cor. Front and Vine.
Second—Cor. New Market and Callowhill.
Third—Joseph Reny, 526 N. Front.
Fourth—Peter Dwier, 450 New Market.
Fifth—N. W. cor. St. John and Buttonwood.
Sixth—Jos. Keller, cor. Second and Coates.
Seventh—John Lanten, 717 N. Third.
Eighth—H. Smith, Second, above Brown.

TWELFTH WARD.

First Division—Miller's Hotel, 341 N. Front.
Second—B. Fisher, 507 Callowhill.
Third—Walters, Dilwyn and Buttonwood.
Fourth—Metz, York avenue and Noble.
Fifth—Jos. Edwards, 615 N. Fifth.
Sixth—J. Mannerings, 840 N. Third.
Seventh—J. Weston, Fifth and Poplar.

THIRTEENTH WARD.

First Division—Cor. Franklin and Callowhill.
Second—S. E. cor. Ninth and Noble.
Third—S. S. Markly, 741 Spring Garden.
Fourth—Cor. Eighth and Spring Garden.
Fifth—N. W. corner Seventh and Wallace.
Sixth—N. E. cor. Ninth and Coates.
Seventh—Cor. Seventh and Brown.
Eighth—N. E. cor. Ninth and Brown.

FOURTEENTH WARD.

First division—Mary Christopher, N. E. corner Eleventh and Callowhill.
Second—John Kleane, N. E. corner Thirteenth and Callowhill.
Third—Coulter Russell, No. 1121 Ridge ave.
Fourth—John Sailor, N. W. corner Thirteenth and Brandywine.
Fifth—S. W. cor. Eleventh and Coates.
Sixth—J. Miller, N. E. cor. Broad and Coates.
Seventh—N. E. cor. Tenth and Parrish.
Eighth—John B. Hurley, S. W. cor. Twelfth and Parrish.
Ninth—Edward Nicholas, 1118 Haines.
Tenth—E. Haitsuff, S. W. cor. Thirteenth and Ogden.

FIFTEENTH WARD.

First Division—H. Young, S. E. cor. Fifteenth and Callowhill.
Second—Logan Hall, 1704 Vine.
Third—S. W. cor. Ridge av. and Coates.
Fourth—N. E. cor Fifteenth and Brown.
Fifth—Wm. Marks, 311 N. Twentieth.
Sixth—Cor. Twenty-second and Callowhill.
Seventh—Cor. Twenty-fourth and Coates.
Eighth—Cor. Twenty-second and Coates.
Ninth—A. W. Rand, 1814 North.
Tenth—H. E. Hawkins, 2143 Mt. Vernon.
Eleventh—J. Munn, cor. Francis and Shirley.
Twelfth— ——Libers, 1904 Brandywine.
Thirteenth—John Weller, 2314 Brown.
Fourteenth—G. Keeler, Ridge av. ab. Sixteenth.
Fifteenth—C. Gurke, S. E. cor. Parish and Corinthian avenue.
Sixteenth—Benjamin Elder, N. E. cor. Sixteenth and Spring Garden.
Seventeenth—1720 Buttonwood.
Eighteenth—Cor. Twentieth and Hamilton.
Nineteenth—A. Stroud, N. E. cor. Twenty-second and Callowhill.

SIXTEENTH WARD.

First division—S. E. cor. Front and Laurel.
Second—David Morris, 1101 N. Front.
Third—Lewis Roller, 129 Laurel.
Fourth—H. Hornung, Second and Germantown avenue.
Fifth—S. E. cor. Third and Beaver.
Sixth—W. Siner, 1040 N. Fourth.
Seventh—N. W. cor Fourth and George.
Eighth—A. Miller, 929 N. Fifth.

SEVENTEENTH WARD.

First division—Cor. Front and Master.
Second—Cor. Howard and Thompson.
Third—N. W. corner Front and Master.
Fourth—S. W. cor. Palethorp and Thompson.
Fifth—C. Dohrenger, 1329 Germantown av.
Sixth—W. Cullin, cor. Second and Master.
Seventh—T. Spence, 1512 North Second.
Eighth—S. E. cor. Fifth and Thompson.
Ninth—S. E. cor. Fifth and Jefferson.
Tenth—J. Gibson, Third, below Thompson.

EIGHTEENTH WARD.

First division—John Fredericks, corner of Manderson street and Frankford road.
Second—A. Rotter, 225 Richmond street.
Third—J. Lewis, Belgrade and Frankford rd.
Fourth—P. Parrish, 309 East Girard avenue.
Fifth—G. W. Simons, 522 Richmond street.
Sixth—J. Lewis, 703 Richmond street.
Seventh—J. P. Pote, 813 Richmond street.
Eighth—P. Kline, cor. Hanover and Moyer.
Ninth—A. Weber, Palmer and Belgrade.
Tenth—W. Crowlton, Otis and Thompson.
Eleventh—Richmond and Norris.
Twelfth—W. Rankin, 1234 Edgemont street.

NINETEENTH WARD.

First division—1953 Germantown avenue.
Second—B. Imbody, 1713 North Second.
Third—N. E. corner Second and Norris.
Fourth—J. Martin, 1918 Frankford road.
Fifth—S. E. cor. Memphis and Dauphin.
Sixth—N. E. cor. Trenton avenue and York.
Seventh—A. Ihrig, 1718 North Third.
Eighth—N. Mullen, Amber and Taylor.
Ninth—N. E. cor. Fourth and Diamond.
Tenth—S. E. cor. Dauphin and Holmes.
Eleventh—P. Kreckel, Manhart, above York.
Twelfth—J. Monatt, 2000 Germantown av.
Thirteenth—N. E. cor. Second and York.
Fourteenth—N. E. cor. Front and Dauphin.

TWENTIETH WARD.

First Division—725 Poplar.
Second—N. E. cor. Franklin and Girard av.
Third—N. E. cor. Seventh and Oxford.
Fourth—S. E. cor. Eleventh and Girard av.
Fifth—S. E. cor. Twelfth and Girard av.
Sixth—N. E. cor. Deacon and Girard av.
Seventh—S. E. cor. Jefferson and Camac.
Eighth—1211 Amity.
Ninth—N. W. cor. Ridge av. and Jefferson.
Tenth—N. W. cor. Twenty-fourth and Jefferson.
Eleventh—S. E. cor. Eleventh and Oxford.
Twelfth—N. E. cor. Franklin and Oxford.
Thirteenth—N. E. cor. Twelfth and Jefferson.
Fourteenth—S. W. cor Thirteenth and Oxford.
Fifteenth—Cor. Fifteenth and Thompson.
Sixteenth—1621 Seybert.
Seventeenth—Cor. Nineteenth and Seybert.
Eighteenth—2114 North Sixth.
Nineteenth—Cor. Tenth and Columbia ave.
Twentieth—College and Poplar.

TWENTY-FIRST WARD.

First division—Fountain Hotel.
Second—Blamer's Hotel.
Third—Eagle Hotel.
Fourth—Meltzer's Hotel.
Fifth—Shoosmith's Hotel.
Sixth—Mt. Vernon Hotel.
Seventh—Auble's Hotel.
Eighth—Nighley's Hotel.

TWENTY-SECOND WARD.

First division—Felton's Hotel, Feltonville.
Second—Clayton's Hotel, Branchtown.
Third—Napley's, Wister.
Fourth—Fellowship Hall, Armat.
Fifth—Railroad Hotel, Main and Price.
Sixth—Town Hall.
Seventh—Odd Fellows' Hall, Mount Airy.
Eighth—Donale's Hotel, Chesnut Hill.
Ninth—Germantown av. and Franklin.
Tenth—Main and Manheim.
Eleventh—Hughes' Hotel, near Haines.

TWENTY-THIRD WARD.

First division—Johnson's, Main and Baker.
Second—Mundy's, Bustleton, Holmesburg.
Third—Knight's, Byberry store.
Fourth—Sackett's, 4808 Frankford street.
Fifth—Curres', 4708 Frankford street.
Sixth—Englehardt's, 4215 Frankford street.
Seventh—Samuel Fiss, 4304 Frankford street.
Eighth—Meyers', Tacony.
Ninth—Campbell's, Bristol pike and bridge.
Tenth—Ayre's, 205 Church.

TWENTY-FOURTH WARD.

First division—Powelton Hotel, Thirty-fifth and Lancaster avenue.
Second—Thirty-fourth and Lancaster av.
Third—William Penn Hotel, Market, above Thirty-eighth.
Fourth—Working House, Thirty-ninth and Market.
Fifth—S. E. cor. Forty-first and Haverford.
Sixth—Reeves' Hotel, Fifty-third and Haverford.
Seventh—Whitesides' Hotel, Haddington.
Eighth—Monroe Engine house, Lancaster pike.
Ninth—Smith's Hotel, Belmont av. and Ford road.
Tenth—Vodges' office, Fortieth above Elm.
Eleventh—Haverford and Lancaster avenue.
Twelfth—Cor. Eastline and Brooklyn.
Thirteenth—Rising Sun Hotel, Forty-eighth and Lancaster avenue.
Fourteenth—Adams' Hotel, Thirty-sixth and Haverford.

TWENTY-FIFTH WARD.

First division—Clifford's, Germantown avenue and Nicetown lane.
Second—Sergeant's, Kensington avenue.
Third—Dickerson's, Bridge st., Bridesburg.
Fourth—Richmond st. and Lehigh avenue.
Fifth—Frankford road and Clearfield street.
Sixth—Schoele's, Clearfield and Richmond.
Seventh—Schroeder's, 2762 Frankford road.
Eighth—York road and Germantown avenue.

TWENTY-SIXTH WARD.

First division—Passyunk r'd and Rope Ferry.
Second—Cor. Passyunk road and Wharton.
Third—S.W. cor. Thirteenth and Wharton.
Fourth—N.W. cor. Clarion and Federal.
Fifth—S.W. cor. Eighth and Carpenter.
Sixth—Wiley's, S.W. cor. Broad and South.
Seventh—S. E. cor. Eighteenth and South.
Eighth—Cor. Twenty-first and Christian.
Ninth—Glass', 1014 S. Twenty-second.
Tenth—Cor. Twenty-eighth and Federal.
Eleventh—Cor. Twentieth and Pemberton.
Twelfth—Curran's, 1079 S. Eleventh.
Thirteenth—Cor. Seventeenth and Federal.
Fourteenth—McCandless', 1825 Catharine.
Fifteenth—Cor. Twentieth and Federal.

TWENTY-SEVENTH WARD.

First division—Division House, Darby road and Chesnut street.
Second—Thirty-seventh and Locust.
Third—Thirty-sixth, south of Market.
Fourth—Fortieth and Market.
Fifth—Forty-second and Darby road.
Sixth—Forty-second and Market.
Seventh—Rising Sun Hotel, Darby.
Eighth—Blue Bell Hotel, Darby.

TWENTY-EIGHTH WARD.

First Division—Norris, 1807 Mervine.
Second—Hampshire's, 2356 N. Eighth.
Third—Dowdell's, 3350 Germantown av.
Fourth—White's, Twentieth and Venango.
Fifth—Scattergood's, Lamb Tavern.
Sixth—Ridge av. and Arlington lane.
Seventh—Dobbs', Scott's lane.
Eighth—Walker, Falls of Schuylkill.

The following was offered and adopted:—

Resolved, That the next meeting of the board be held on Monday, September 6, 1869, at three o'clock P. M., for the purpose of proceeding to the appointment of judges and inspectors of elections in the various election divisions in the several wards, to conduct the elections to be held on the 12th day of October, 1869, in compliance with section 24 of an act approved April 17, 1869, entitled "An act further supplemental to the act relative to the elections of this Commonwealth." Adjourned.

—At the Springfield Street Chapel, Boston, the other day, Dr. Chapin's father, who is eighty-two years old and lame from a fall, was supported down the aisle by Father Cleveland, aged ninety-eight, and another spry veteran aged one hundred.

—The *Patrie* notes that Marshal Serrano is fast acquiring the style of a sovereign. He is to occupy the royal residence at La Granja, and has been pleased to command "that all official acts shall henceforth be in the name of his Highness the Regent."

—The new French Ambassador to Madrid was received on the 14th ult. by Marshal Serrano. In reply to the Minister the Regent said that he was sensible of the sympathies of Napoleon for the Spanish nation.

—A vessel cleared at the Boston Custom House the other day for Constantinople with 80,000 muskets.

—A new telegraph line in Nova Scotia is stretched upon cedar posts, which have to be imported.

—There are said to be two hundred people at Paul Smith's, in the Adirondacks. His accommodations are calculated for sixty.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES....5 06 | MOON SETS....9 43
SUN SETS....7 04 | HIGH WATER....4 46

PHILADELPHIA BOARD OF TRADE.

JOHN O. JAMES, C. B. DURBOROW, THOMAS L. GILLESPIE, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Main	Southampton	New York	July 27
Aleppo	Liverpool	New York via Bos.	July 27
Germany	Liverpool	Quebec	July 27
Pennsylvania	Liverpool	New York	July 28
Moravian	Liverpool	New York	July 28
Cambria	Glasgow	New York	July 29
Etna	Liverpool	New York	July 31
Lafayette	Brest	New York	July 31
Atlanta	London	New York	July 31
Baltimore	Southampton	Baltimore	July 31

FOR EUROPE.

Ohio	Baltimore	Bremen	Aug. 11
Russia	New York	Liverpool	Aug. 11
Nevada	New York	Liverpool	Aug. 11
Palmyra	New York	Liverpool	Aug. 12
City of Antwerp	New York	Liverpool	Aug. 14
Caledonia	New York	Glasgow	Aug. 14
Erin	New York	Liverpool	Aug. 14
Samaria	New York	Liverpool	Aug. 19
City of Boston	New York	Liverpool	Aug. 21
Etna	New York	Liverpool	Aug. 24

COASTWISE, DOMESTIC, ETC.

Alaska	New York	Aspinwall	Aug. 11
Missouri	New York	Havana & Nassau	Aug. 12
Pioneer	Philada	Wilmington	Aug. 13
Tonawanda	Philada	Savannah	Aug. 14
Cleopatra	New York	Vera Cruz	Aug. 17
Zazoo	Philada	New Orleans	Aug. 21
South America	New York	Rio Janeiro	Aug. 23

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Ship Majestic, Gibbons, Maldonado (Uruguay), S. L. Merchant & Co.
Steamship Prometheus, Gray, Charleston, E. A. Souder & Co.
Steamer J. S. Shriver, Dennis, Baltimore, A. Groves, Jr.
Brig Thomas Walter, Robinson, Antigua, T. Watson & Sons.
Brig Torrent, Gould, Salem, Hammett, Neill & Co.
Schr C. E. Jackson, Blackman, Salem, Day, Huddell & Co.
Schr Jas. S. Hewitt, Foster, East Cambridge, do.
Schr J. M. Fitzpatrick, Smith, Portsmouth, do.
Schr Mary Haley, Haley, Newburyport, do.
Schr E. G. Irwin, Atkins, Cambridgeport, do.
Schr R. L. Tay, Baker, Cambridgeport, do.
Schr W. P. Phillips, Somers, Cambridgeport, do.
Schr John Stroup, Crawford, Boston, do.
Schr W. S. Doughten, Tatem, Boston, do.
Schr J. W. Hall, Howell, Boston, do.
Schr Grace Clifton, Otis, Salem, Warren & Gregg.
Schr Alice Lea, Foster, Wilmington, Del., Workman & Co.
Schr Easton, Wilson, Baltimore, G. W. Boyer.
Tugs Thomas Jefferson, Allen, Baltimore, and Commodore, Wilson, Havre-de-Grace, with tows of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.

Steamer D. Utley, Davis, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer Novelty, Wilcox, 24 hours from New York, with mdse. to W. M. Baird & Co.
N. G. barque Clara, Probst, 51 days from Bremen, with mdse. to L. Westergaard & Co. 26th ult., lat. 40 16, long. 57 14, spoke barque Inca (Brem.), from Bremen for Baltimore.
Ital. barque Assunta, Lanco, 62 days from Alicante, with iron to J. E. Bazley & Co.
Brig Cosmos, Parsons, 3 days from New York, in ballast to J. E. Bazley & Co.
Schr Wings of the Morning, McFarland, 13 days from Caibarien, with molasses to Dallett & Son.
Schr Ida F. Wheeler, Dyer, 7 days from Gardiner, Me., with ice to Knickerbocker Ice Co.
Schr Abbie, Davis, 7 days from Gardiner, Me., with ice to Knickerbocker Ice Co.
Schr James Martin, Baker, from Boston, with mdse. to Mershon & Cloud.
Schr Nellie Burgess, McKeen, from Gardiner, with mdse. to Mershon & Cloud.
Schr Lockout, Shaw, from New York, with mdse. to Mershon & Cloud.
Schr Irvine, Liggins, from Salem.
Schr J. Clark, Fowler, from Providence.
Boat G. R. Sherman, Vannier, from Three Rivers, Canada, with pig iron to A. Whitney & Sons.
Tug Hudson, Nicholson, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Fairy Queen, Perkins, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Brig Abbie C. Titcomb, arrived on Monday from New York, is consigned to Workman & Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, August 11.—The following boats left here in tow this morning:—
Montana, with coal to order.
J. R. Glover, with lumber to Taylor & Betts.
J. H. McConkey, with pig iron to Cabeen & Co.
Col. Reybert, with coal to T. Emory & Co.
Laura and Ella, with coal, for Wilmington.
Charlotte Blackwell, with lumber for Chester.

Correspondence of the Philadelphia Exchange.

LEWES, Del., August 9.—Barque Philena, for Boston, went to sea 7th inst. Monitor Dictator went out at 5 P.M. yesterday. Barque Heloïs, for Hamburg, is at the Brown. Brigs Mattie Cox, for Boston; Prairie Rose, for do.; Henry Perkins, for Bath; and about 50 sail of vessels which came down last night are at the Breakwater, and will probably get to sea to-day.

The yacht Wanderer, from Philadelphia for St. Andrews, lost both anchors and some chain off Egg Island Flats, and put into the Breakwater, where she was supplied with others and proceeded.

Wind NE. LABAN L. LYONS.

MEMORANDA.

Ship East Lomond, Williams, for Philadelphia, sailed from Liverpool 28th ult.
Ship Tyro, Baker, hence, at Antwerp 28th ult.
Steamship Hunter, Harding, for Philadelphia, sailed from Providence 7th inst.
Steamship Pioneer, Barrett, from Wilmington, N. C., for Philadelphia, has on board 333 bbls. spirits turpentine, 1020 do. rosin, 79 do. tar, 40 do. soapstone, 31 pkgs. mdse., and a lot of lumber.
Steamer Geo. H. Stout, Ford, hence, at Georgetown, D. C., 9th inst.
Steamtug Pinta, Chadwick, and Monitor Dictator, Cahboune, hence, at New York 9th inst.
Barque Comet, Petrie, hence, at London 28th ult.
Barque Tejuca, Howell, hence, at Gibraltar 18th ult.
Barque Haabet, Pedersen, hence, at Elsinore 24th ult. for Cronstadt.
Barque Sarah B. Hale, White, hence, at Portland 8th instant.
Barque Hoffnung, Willis, from London for Philadelphia, was passed 26 inst. lat. 49 14, long. 29 47.
Barque Abbie N. Franklin, Holbrook, from Antwerp for Genoa, was off Beachy Head 27th ult.
Brig Wm. Welsh, Strobridge, hence, at Barbados, and sailed 22d ult. for Navassa, to load guano for Philadelphia.
Brig Mariposa, Leighton, hence, at Barbados, and sailed 23d ult. for New York.
Brig Waverley, Terry, sailed from Falmouth 27th ult. for Hull.
Schr Kate V. Edwards, Allen, from Providence for Philadelphia at Newport 6th inst.
Schr Abby Pitman, Lombard, hence, at Marblehead 6th instant.
Schr Maria Roxana, Palmer, hence, at Salem 7th inst.
Schrs C. W. May, May; E. & L. Cordery, Grace; Northern Light, Harper; P. Boice, Adams; and W. F. Phelps, Rutter, sailed from Salem 7th inst. for Philadelphia.
Schr William B. Mann, Mason, at Savannah 9th inst., from Boston.
Schrs Goddess, Kelly; E. A. Conklin, Daniels; Triumph, Chester; and Daniel Webster, Comery, hence, at Providence 7th inst.
Schr Ann E. Safford, Howell, hence, at Providence 8th instant.
Schrs Nathaniel Holmes, Northup; Mary G. Farr; Honest Abe; and Casper Heft, were below Providence 8th instant.
Schr G. C. Morris, Artis, cleared at New York 9th inst. for Philadelphia.
Schr Clara Sawyer, Sawyer, hence, at Portsmouth 7th instant.
Schrs Island Belle, Parker, and L. & M. Knowles, Clements, sailed from Portsmouth 7th inst. for Philadelphia.
Schrs James A. Crocker, Currier, and Oscar F. Hawley, Bayles, sailed from Providence 7th inst. for Philadelphia.

NOTICE TO MARINERS.

Notice is hereby given that a new steam fog whistle has recently been erected at West Quoddy Head Light Station, south side of the entrance to Eastport Bay, Maine, and during thick and foggy weather and snow storms the whistle will be sounded for eight seconds once in each minute, with an interval of fifty-two seconds between each blast.

By order, W. B. SHUBRICK, Chairman.
Treasury Department, Office Lighthouse Board, Washington, D. C., August 3, 1869.

HOSIERY GOODS.

J. WILLIAM HOFMAN

No. 9 N. EIGHTH Street, Philadelphia,

Dealer in Hosiery Goods,

Offers for sale a large assortment of Hosiery, for Ladies', Gents', an Children's wear; Socks, three-quarter Socks, and Long Hose, of English and German manufacture.

UNDERWEAR

Of Cartwright & Warner's manufacture, acknowledged to be the best imported.

Also, the Norfolk and New Brunswick, acknowledged to be the best of American Goods.

These Goods in all sizes, for 4 7 wsly

Spring and Summer Wear.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 126 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA. 2 26 ALEXANDER G. CATTELL. ELIJAH CATTELL.

AMUSEMENTS.

SCOTTISH GAMES! SCOTTISH GAMES!!—The Annual Games of the CALEDONIAN CLUB, at OAKDALE PARK, MONDAY, Aug. 16, 1869. Games open to all competitors. First and Second Prizes awarded. Finnie's two Bands of Music engaged for the occasion. Excursions Trains every hour from Railroad Depot,

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
NO. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

WEDNESDAY, AUGUST 11, 1869.

DELINQUENT ALDERMEN.

The delinquencies of some of our committing magistrates have not yet been remedied, and, unless some serious effort is made by the courts to compel them to do their duty, the probability is that things will go on in the old-fashioned way for some time to come. The alderman have been reprimanded by the judges, but some aldermen do not appear to regard a reprimand as amounting to much. They have been cautioned about their sworn duty, but cautions have not availed to bring all of them up to the strict line of that duty. Their intelligence as men has been appealed to, but some of them are not as intelligent as they might be. And, finally, they have been threatened with prosecution in the criminal courts, and yet threats have not sufficed to induce them to remember the trifling fact that a man is innocent until he is proven guilty, and that a man who is accused of any transgression of the law is not thereby deprived of all his rights as a man and a citizen.

Yesterday a number of these delinquent officials were summoned before Judge Brewster, presiding over the Court of Quarter Sessions, and required by him to give some account of their shortcomings. The complaint against them was the old complaint that persons had been thrown into prison by them, in default of bail, to answer some trivial charge, and that no return of the cases had been made to the District Attorney, as is required by law. In two or three cases, it was found that somebody or other had been stupid, and that the aldermen were not to blame. As a matter of course, the magistrates in these cases were told to depart in peace. In other cases, the aldermen failed to respond to the demand for their presence in court, and the proper process for compelling their attendance was accordingly issued. But in two cases at least the most culpable negligence was shown to exist, and the magistrates had nothing to say in response except the reiteration of the pitiful plea of mistake or forgetfulness. In one of these, the alderman acknowledged that he had committed a man to the County Prison as long ago as the fifteenth of July, and had been so thoroughly persuaded in his own mind that he had made the proper return, that if the Assistant District Attorney had not called his attention to the affair by sending for the transcript, he probably would never have done anything about it. And yet he "did not think it was neglect or forgetfulness on his part, but simply a mistake!" Another alderman, when asked what he had to say about a committal made by him on the thirtieth of July, of which there had been no return, could only confess that his memory was so utterly unreliable and his business habits so loose that he had neglected it through forgetfulness.

Judge Brewster repeated to these two delinquents almost the very words he has used previously, telling them they were more at fault than the alleged criminals whom they had illegally restrained of their liberty: that they had impeded the action of the District Attorney, and drawn upon him the unmerited censure of the public; that they had caused the Court to be accused of a want of zeal: that they had incommoded the jurors; in short, assured them that they were clearly in the wrong, and that if a stop were not put to their carelessness, it would be necessary for the court to bind some of them over to answer for their delinquencies before a jury. If Judge Brewster had gone one step further, and simply ordered the twain to take their places in the prisoners' dock, he would not have done anything out of the way, and his action in the matter would have received the unqualified endorsement of all reasonable citizens.

Complaints come every day from the County Prison that it is overcrowded to such an extent that no attempt can be made to carry out the regulations which the Board of Inspectors have made for the confinement of the prisoners; and every grand jury that goes over the list of committals ignores fully one-half of the bills presented to it, because the charges are of the most trivial character and frequently prompted by the malice of the prosecutor alone. And yet some of our aldermen persist in aggravating both these abuses by sending miserable and friendless wretches below, without making a pretense of complying with the slight formalities of law which are required to bring the cases before the courts. One or two examples would have a salutary effect by way of remedying this last difficulty, and would likewise be calculated to do away to an appreciable extent with the present practice of sending people to Moyamensing on ridiculous or malicious charges.

THE NEW DEMOCRATIC RULES.

Notwithstanding the flaming speech against negro suffrage with which Richard Vaux opened the sessions of the convention appointed to revise the rules of the Democratic party of this city, that body did not heed his impressive warning of the importance of maintaining an exclusive "white" man's government. All "Democratic" citizens are to be allowed to participate in their delegate elections, regardless of their color, and the word "white" was stricken from the first draft of their new party constitution by an almost unanimous vote. After the adoption of the fifteenth amendment, it will not be at all surprising to see the Democracy of Philadelphia struggle as earnestly to win negro votes as their brethren in Mississippi, Virginia, Louisiana, and Texas.

The principle of "minority" representation, which was earnestly advocated in the United States Senate, some months ago, by Senator Buckalew, has been incorporated in the new rules of the Democracy of Philadelphia; and a fair chance will be afforded, in their future conventions, to study its practical workings. One of the three delegates elected from each precinct and one of the three delegates elected from each ward will represent a minority, and a new element will thus be introduced in the adjustment of partisan controversies. It will probably have a tendency to promote fair play, similar to that proceeding from the legal system of giving to minorities an inspector at the general elections. Other rules, conducive to the same end, require that the committee on contested seats shall be chosen alphabetically, instead of being appointed by a prejudiced president to decide in favor of his favorite faction, and that each delegate as he votes shall walk up to the secretary's desk, and prove by his veritable presence that he is a genuine Jacobs. The proceedings of the conventions which nominated the existing city Democratic ticket fully proved the necessity of a reconstruction of the Democratic rules, and the party deserves some credit for performing this duty so promptly, but it remains to be determined whether any real reform has been effected.

OUR NAVAL NOMENCLATURE.

The names of our national vessels have undergone another revision, and to-day we are treated with a special order from Secretary Robeson, undoing a portion of the work of his predecessor, and changing the titles of some of the ships back to what they were originally, renaming others, and allowing some to retain the absurd designations borrowed by Admiral Porter from "Tooke's Pantheon" and the British Naval Register. The result of all this is that our naval nomenclature is in a most mixed condition, and the "old salts" for whose particular benefit the original change was made, because Admiral Porter was afraid that they would perhaps dislocate their jaws in attempting to pronounce the names selected by Secretary Welles, will be in a state of mental disquietude and distress to know exactly what to call their beloved ships. The present system appears to have been adopted as a sort of compromise between Admiral Porter and the public, and however satisfactory it may be to the former, it is not likely to meet the wishes of the latter. Originally the names of fifty-nine vessels were changed, and by the special order of the Secretary of the Navy, issued yesterday, twenty-three names are put back to what they were originally, and thirteen new names are given as follows:—

		Original Name.
Arizona	to Nevada	Neshamony.
Hecla	to Nebraska	Shackamaxon.
Hercules	to Oregon	Quinsigamond.
Thunderer	to Massachusetts	Passaconoway.
Cambridge	to Congress	Pushmataha.
Circe	to Marcia	Marietta.
Cyclops	to Keywadin	Kickapoo.
Erebus	to Algoma	Squando.
Gorgon	to Minnetonka	Naubuc.
Hydra	to Otsego	Tunxis.
Orion	to Piscataqua	Chimo.
Vesuvius	to Wyandotte	Tippecanoe.
Vixen	to Osceola	Neosho.

The list of changes as given in the Associated Press despatch of this morning is not correct in all particulars, and the above has therefore been compared with the official list as published in the last semi-annual Navy Register. Some of the new names are perhaps as good as the old ones, but they are no better; and it is difficult to understand why the Secretary did not adhere to the original titles while he was about it.

There are nineteen names that Mr. Robeson has not interfered with, and in this list are some of the most objectionable of the changes made to gratify Admiral Porter's hobby for assimilating the American naval service with the British. In the highly intellectual and elaborate defense of the new nomenclature which he recently published, the public will remember the scorn with which he alluded to those benighted beings outside of the Naval Academy who were ignorant of that celebrated compendium of classical knowledge, "Tooke's Pantheon;" the feeling manner in which he referred to Niobe weeping for her children, and the logical style in which he demonstrated that, as it was necessary that one of our ships should be named after a weeping mother, therefore Niobe was much to be preferred to Rachel, which last name appeared to strike the Admiral as absurd, probably because it was Scriptural. We therefore find that the Waxsaw is still to be called the Niobe, the Manayunk the Ajax, the Tonawanda the Amphitrite, the Kalamazoo the Colossus, the Shiloh the Iris, the Sangamon the Jason, the Agamenticus the Terror, etc., etc.

Admiral Porter's refers with much unction to "Tooke's Pantheon;" but, contrary to his supposition, that erudite work is not generally known to the school boys of the present generation, it being considered about half a century out of date. We presume, however, that it still holds its own at the Naval Academy, and it is eminently suggestive of the "conservative" character of that institution, as well as of the reputation it has acquired for "cramming" rather than sound scholarship. Admiral Porter's defense of the new nomenclature was as lame as the majority of the changes made were unfortunate. If Secretary Robeson had put the whole list of names back to what they were originally, he would have received the thanks of the country, but he has not even half done the work, and the only result of the last pronunciamento of the Navy Department is to leave the matter in an even more unsatisfactory condition than it was when it came into his hands.

Now this difficulty is not of so much importance of itself as it is as an illustration of the way the Navy Department is habitually mismanaged. Within the last dozen years the uniforms of the officers have been changed as many times, to the delight of the tailors and gold lace manufacturers, but to the infinite annoyance of the officers themselves, whose purses, generally, are none of the heaviest. Within the same period the rules and regulations have been revised, amended, and revoked again and again, to suit the whims of Admiral this, or Commodore that, who might at the moment have the ear of the Secretary; the old squabble between the line and the staff has been kept alive by the indiscreet interference of the department, and the latter have been discouraged and disgusted by the difficulty of knowing what their real status, rights, and privileges were, on account of the numerous contradictory orders with regard to them, and so on through other details which show a want of system and brains at the head of this important branch of our military service. Everything appears to go hap-hazard, and to be regulated by no fixed rule. It is certainly time that we had a Secretary of the Navy with a mind of his own; and a man who has a will of his own can, if he chooses to exercise it, easily take the kinks out of some of the naval tangles, and place the service on a more satisfactory footing than it has ever been before. Secretary Robeson is reported to have a will of his own, and if he will send Porter off to attend to his legitimate business, and then bring a little common sense to bear on matters and things in general connected with his department, he will win the regards of his subordinates and the applause of the public.

With regard to the changes in the names of vessels made by Secretary Robeson and his predecessor, we would like to know by what authority they have acted. The law forbids the name of any vessel to be changed without the permission of Congress, and we have yet to discover that the Secretary of the Navy has any powers in this respect more than a private individual.

THE NEW RAILROAD WAR.

The railroad war in New York grows more and more exciting. The controversy of stock-brokers and railroad officials, succeeded by a series of conflicting judicial opinions and orders, has led to a forcible struggle, and conflicting railroad armies have been organized to decide the quarrel with bowie-knives and revolvers.

Various causes have combined to lend a deep interest to this struggle. The matter at issue is the control of the Albany and Susquehanna Railroad. It was built mainly by the private and municipal subscriptions of inhabitants along the line for the promotion of local interests, and especially for the purpose of obtaining cheap coal from the Lackawanna region of Pennsylvania, by a connection with the Delaware and Lackawanna Railroad, the supplies of the region having heretofore been furnished exclusively by the Delaware and Hudson Canal Company. After much money had been expended for the purpose indicated, and after the objects in view were about to be attained, the notorious railway cormorant, Fisk, Jr., who is constantly striving to seize more railway property than he can properly manage, organized, in connection with his friends, a scheme for obtaining the control of the Albany and Susquehanna Railroad, partly to make it a dependent branch of the Erie Railway, but more especially, as the people of Albany allege, to prevent the road from rendering any assistance to the effort to break up the monopoly of the coal markets of the region traversed, which has heretofore been possessed by the Delaware and Hudson Canal Company. The original projectors of the railway in dispute have determined to offer every available species of resistance to the effort to diminish the usefulness of their property, and the deep feeling aroused along the line fully accounts for the courageous attitude they have assumed.

Independent of the issues immediately involved, the mere fact that the notorious Fisk is once more in the field, fighting for the establishment of his fatal management over another ill-starred railway, is of itself sufficient to arrest public attention. No new evidence is needed that his domination over any important thoroughfare is little less than a public calamity. He should be satisfied with the existing record of fearful disasters on the line of the Erie Road, with his annihilation of opera bouffe and the failure of his opera-house speculation, without seeking to destroy the usefulness of another railway, or to extend his reckless and ruinous sway. Stability of character, steadiness of purpose, administrative capacity, sterling integrity, and unceasing carefulness, are nowhere so necessary as in railway management; and it is one of the greatest marvels of modern times that, by any accident or neglect, a man of Fisk's calibre and characteristics should have been permitted to exercise a commanding influence in railway matters. The bitterness of the New York quarrel is naturally intensified by the prevailing dread of the dominance of one who acts in many things more like a madman than a cool-headed and conscientious being, and who treats the great avenues on which the safety of thousands of lives is daily risked as the mere sport of the stock market.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the Legislature of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE FRANKLIN BANK, to be located at Philadelphia, with a capital stock of five hundred thousand dollars, with a right to increase the same to a million of dollars. 6 30 wtj10

NOTICE IS HEREBY GIVEN THAT an application will be made at the next meeting of the Legislature of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled "THE MARKET BANK," to be located at Philadelphia, with a capital stock of one hundred thousand dollars, with a right to increase the same to five hundred thousand dollars. 6 30 wtJ 10

NOTICE IS HEREBY GIVEN THAT an application will be made at the next meeting of the Legislature of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BUTCHERS' AND DROVERS' BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with a right to increase the same to a million of dollars. 6 30 wt J 10

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the Legislature of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled "THE BANK OF AMERICA," to be located at Philadelphia, with a capital of five hundred thousand dollars, with a right to increase the same to two millions of dollars. 6 30 wtJ 10

SPECIAL NOTICES.

FOR THE SUMMER.—TO PREVENT sunburn and all discolorations and irritations of the skin, bites of mosquitoes or other insects, use Wright's Alconated Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a toilet soap. For sale by druggists generally. R. & G. A. WRIGHT, No. 624 CHESNUT Street. 3 6§

U. S. OFFICE OF ARTIFICIAL LIMBS. —An appropriation ($50,000) having been made by Congress for purchasing
ARTIFICIAL LIMBS FOR OFFICERS
of the United States Army and Navy mutilated in the service, application may now be made, in person or by letter, by officers entitled to the benefit of the act, and who desire the best Artificial Limbs, to
Dr. B. FRANK PALMER, Surgeon Artist,
No. 1609 CHESNUT Street, Philadelphia,
No. 678 BROADWAY, New York,
No. 81 GREEN Street, Boston.
Offices for Supplying Army and Navy Officers.
5 12§

OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.
No. 303 WALNUT Street.
PHILADELPHIA, August 6, 1869.
The Managers have declared a dividend of FOUR PER CENT., free from State and United States taxes, payable on and after the 15th inst.
8 9 6t E. G. GILES, Treasurer.

JAMES M. SCOVEL,
LAWYER,
CAMDEN, N. J.
Collections made everywhere in New Jersey. 6 12 tf 1

DR. F. R. THOMAS, THE LATE OPERator of the Colton Dental Association, is now the *only one* in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 1027 WALNUT St. 1 26§

YANKEE GREEN CORN CUTTERS, for table and kitchen use, give you the healthy pulp without the indigestible hull. Various styles and prices, from 25 cents up, for sale at all the house-furnishing stores. 8 7*

THE CELEBRATED "PULLMAN PALACE SLEEPING CARS" are now provided with mattresses filled with the Elastic Sponge, which gives the most perfect satisfaction, being pronounced superior to those made from the best curled hair. 8 3mwf§

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, *black or brown*. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York. 4 27mwf§

JOSE POEY,
Medico-Cirujano de la Facultad de la Habana, ha trasladado su domicilio a la calle de Green, No. 1817, donde recibe consultas de 7 a 9 de la manana y de 3 a 6 de tarde,
DR. JOSEPH POEY,
Graduate of the University of Habana (Cuba), has removed to No. 1817 Green street.
Office Hours—7 to 9 A. M., 3 to 6 P. M. 7 23tf

BOARDING.

COUNTRY BOARDING FOR GROWN PERSONS—Fifteen minutes' ride of the city by rail. Desirable location. Address H. H., EVENING TELEGRAPH Office. 8 10 6t*

OFFICE OF THE
MUTUAL FIRE INSURANCE CO.
OF PHILADELPHIA,
N. W. COR. OF ARCH AND SEVENTH.
The Directors, in announcing their REMOVAL to this location, with increased facilities for business, would respectfully solicit the patronage of their friends and the public, believing the advantages to the assured are equal to those offered by any other Company.
GALEB CLOTHIER, President.
T. E. CHAPMAN, Secretary.
8 mo. 6th, 1869. 8 10 6t

NEW PUBLICATIONS.

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A LIMITED AMOUNT OF THESE BONDS
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The Canal of this Company is 105 miles long. Their Railroad of the same length is fast approaching completion, and being principally owned by the Lehigh Valley Railroad Company, will open in connection therewith an immense and profitable trade northward from the coal regions to Western and Southern New York and the Great Lakes.
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IS GETTING LATER AND LATER
EVERY DAY,
AND BEFORE LONG WILL BE
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Both in season and out of season
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Are diligently pushin things in the great work of keeping the people supplied with
THE BEST OF CLOTHES
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OF FINE SUMMER CLOTHES
OF FINE SUMMER CLOTHES
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OF FINE SUMMER CLOTHES
NOW GOING! GOING!! GOING!!!
And soon they will be
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Summer Satisfaction
Safely sought from the
Sweltering and suffering of the
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SUMMER SUITS of
SPLENDID STYLES
NOW SELLING AT SHAMEFULLY LOW PRICES,
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DARING ATTEMPT TO ROB
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FRANKLINITE BANKER'S CHEST.

PERRYVILLE STATION, PENNSYLVANIA RR., June 12, 1869.
MESSRS. FARREL, HERRING & Co.,
No. 629 Chesnut street, Philadelphia.
Gents:—A persistent but unsuccessful effort was made on the night of May 29, 1869, to drill the Banker's chest received from you a few month ago.
From facts that have come to our knowledge, it is evident that the attempt to open it was renewed on Sunday evening following. Finding all efforts to drill it useless, the effort was then made to break the leck. The hammering was heard by parties in the neighborhood for several hours, but supposing it to arise from the railroad men replacing a defective rail, excited no alarm. The tools, with the exception of the drills, were left. It is evident that they were not only prepared, but perfectly familiar with the construction of your Chest.
That they failed is another evidence that your Banker's Chests are what you claim for them, Burglar-Proof.
Respectfully yours,
6 15 4p J. BALSBACK, Agent.

EXCURSIONS.

FIRST GRAND EXCURSION
TO CAPE MAY.
Lodges and Encampments of the I.O. O.F.
MEETING AT BROADWAY HALL,
FOR THE BENEFIT OF THE LIBRARY ASSOCIATION,
ON TUESDAY, AUGUST 17, 1869. [8 6 9t

READING RAILROAD.—PARK ACCOMMODATION TRAIN—Between Philadelphia and Belmont, commencing August 9, 1869. Starting from station, SEVENTEENTH Street and PENNSYLVANIA Avenue, and stopping at Coates street (Park entrance), Brown street (Park entrance), Thompson street, Mifflin Lane (Entrance to Engel & Wolf's Farm), and east end of Columbia Bridge (Entrance to Washington Retreat).
(DAILY, SUNDAYS EXCEPTED.)

Trains start from Seventeenth and Pennsylvania avenue:—	Trains start from Belmont:—
At 7 10 A. M.	At 6 30 A. M.
" 9 10 A. M.	" 8 00 A. M.
" 11 00 A. M.	" 10 00 A. M.
" 1 30 P. M.	" 12 30 Noon.
" 3 00 P. M.	" 2 10 P. M.
" 4 50 P. M.	" 4 00 P. M.
" 6 30 P. M.	" 5 35 P. M.
" 7 40 P. M.	" 7 10 P. M.

Arrangements have been made with the Green and Coates Streets, Seventeenth and Nineteenth Streets, and Union Passenger Railways to sell exchange tickets in connection with above trains, good either way, for 12 cents.
Single fares, on Park Accommodation Train, 10 cents.
Tickets in Packages—7 for 50 cents, 14 for $1 00.
For sale at offices, Seventeenth street, Coates street and Belmont.
J. LOWRIE BELL,
8 6 22t General Agent.

REMOVAL.
MESSRS. KEELER & FENNEMORE,
PHOTOGRAPHERS,
NO. 5 SOUTH EIGHTH STREET,
Respectfully announce that on July 1, 1869, they will open to the public their new and splendid
PHOTOGRAPH GALLERIES,
No. 820 ARCH St., Philadelphia,
Where, with greatly increased facilities for transacting their business, under the firm of KEELER, SUDDARDS & FENNEMORE, they will be pleased to welcome all who may favor them with a call.
6 16 wfmmt4p

EDUCATIONAL.

"WEST PENN SQUARE ACADEMY," S. W. of MARKET Street and WEST PENN SQUARE.
T. BRANTLY LANGTON, having leased the upper part of the Third National Bank Building, will reopen his School on MONDAY, September 13.
The facilities of this building for school purposes will be apparent upon inspection. The Gymnasium will be under the immediate supervision of Dr. Jansen, and is being abundantly supplied with apparatus for the practice of either light or heavy gymnastics.
The course of instruction embraces all that is needed to fit boys for College, Polytechnic Schools, or Commercial Life.
Circulars containing full information respecting Primary Department, College Classes, the study of Vocal Music, Art, etc., may be obtained by addressing the Principal as above. 7 27tuthstf

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FOR YOUNG MEN AND BOYS;
At Pottstown, Montgomery County, Pa.
The First Term of the Nineteenth Annual Session will commence on WEDNESDAY, the 8th day of September next. Pupils received at any time. For Circulars address
REV. GEORGE F. MILLER, A. M.,
Principal.
REFERENCES:
REV. DRS.—Meigs, Schaeffer, Mann, Krauth, Seiss, Muhlenberg, Stowell, Hutter, Stork, Conrad, Bomberger, Wylie, Sterret, Murphy, Cruikshanks, etc.
HONS.—Judge Ludlow, Leonard Myers, M. Russell Thayer, Benj. M. Boyer, Jacob S. Yost, Hiester Clymer, John Killinger, etc.
ESQS.—James E. Caldwell, James L. Claghorn, C. S. Grove, T. C. Wood, Harvey Bancroft, Theodore G. Boggs, C. F. Norton, L. L. Houpt, S. Gross Fry, Miller & Derr, Charles Wannemacher, James, Kent, Santee & Co., etc. 7 26 mwf2m

H. Y. LAUDERBACH'S CLASSICAL, SCIENTIFIC, AND COMMERCIAL ACADEMY, ASSEMBLY BUILDINGS.
Fall Term will commence MONDAY, September 13. Applicants for admission will be received, examined, and classified on and after August 16, from 10 A. M. to 5 P. M. Entrance No. 108 S. TENTH Street. Circulars at Mr. W. F. WARBURTON'S, No. 430 CHESNUT St. 8 6 2m

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Rev. C. W. EVEREST, Rector, aided by five resident assistants. The school is closing its twenty-sixth year, and refers to its old pupils, found in all the professions, and every department of business. Thorough physical education, including military drill, boating, and swimming in their season. Age of admission, from nine to fourteen. Terms, $750 per annum.
The fall session begins September 7.
Reference—Rt. Rev. J. Williams, D. D.
Hamden, July 15, 1869. 7 27 2m

RUFUS ADAMS,
ELOCUTIONIST,
No. 1104 GIRARD Street, between Eleventh and Twelfth and Chesnut and Market. 187

HAMILTON INSTITUTE, DAY AND Boarding School for young ladies, No. 3810 CHESNUT Street, will re-open MONDAY, September 6. For circulars, containing terms, etc., apply at the school, which is accessible to all parts of the city by the horse cars.
8 9 P. A. CREGAR, A. M., Principal.

DELACOVE INSTITUTE, BEVERLY, NEW JERSEY.—A leading school for Young Ladies, prominent for its select tone and superior appointments.
For prospectus address the Principal,
8 3 tuths 6w M. RACHELLE G. HUNT.

GERMANTOWN ACADEMY, ESTABLISHED 1760.—English, Classical, and Scientific School for Boys. Boarding and Day Pupils. Session begins MONDAY, September 6. For circulars apply to
C. V. MAYS, A. M., Principal,
8 3 tuths tf Germantown, Philadelphia.

LASELL FEMALE SEMINARY (AT AUBURNDALE, Mass., ten miles from Boston, on Boston and Albany Railroad). For seventeen years a leading New England Seminary. Not excelled in thorough English or artificial training, nor in highest accomplishments in Modern Languages, Painting, and Music. Location for health beauty, and refining influences, unsurpassed. Next year begins Sept. 30. Address
7 27 6w CHARLES W. CUSHING.

FEMALE COLLEGE, BORDENTOWN, N. J.—This institution, so long and so favorably known, continues to furnish the best educational advantages, in connection with a pleasant Christian home. Catalogues, with terms, etc., furnished on application. College opens September 15.
7 27 3m JOHN H. BRAKELEY, President.

MISS ELIZA W. SMITH, HAVING REmoved from No. 1324 to No. 1212 SPRUCE Street, will reopen her Boarding and Day School for Young Ladies on WEDNESDAY, Sept. 15.
Circulars may be obtained from Lee & Walker, James W. Queen & Co., and after August 25,
AT THE SCHOOL. 7 27 3m

THE EDGEHILL SCHOOL,
a Boarding and Day School for Boys, will begin its next session in the new Academy Building at
MERCHANTVILLE, NEW JERSEY,
MONDAY, September 6, 1869.
For circulars apply to Rev. T. W. CATTELL,
6 28 tf Principal.

CHEGARAY INSTITUTE, ENGLISH AND FRENCH, for Young Ladies and Misses, boarding and day pupils, Nos. 1527 and 1529 SPRUCE Street, Philadelphia, Pa., will
RE-OPEN ON MONDAY, September 20.
French is the language of the family, and is constantly spoken in the institute.
7 15 thstu 2m MADAME D'HERVILLY Principal.

RUGBY ACADEMY FOR BOYS, No. 1415 LOCUST Street, EDWARD CLARENCE SMITH, A. M., Principal.
Young men prepared for *business* or *high standing* in College. Circulars at No. 1226 CHESNUT Street. 7 17 3m

WYERS' SCIENTIFIC AND CLASSICAL INSTITUTE, AT WEST CHESTER, PA.
The Scholastic Year of 10 months begins Wednesday, September 1, next.
For catalogues apply to WM. F. WYERS, A. M.,
7 31 5w Principal and Proprietor.

DICKINSON COLLEGE, CARLISLE, PA.
The Fall Term of this Institution will begin September 2.
7 31 s 4t* R. L. DASHIELL, President.

AMERICAN CONSERVATORY OF MUSIC.
OFFICE No. 1024 WALNUT Street.
CLASS ROOMS 1024 WALNUT and 857 N. BROAD.
Instructions will begin MONDAY, September 6, 1869.
CIRCULARS AT THE MUSIC STORES. 7 24swf2t

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ARE THE MOST DESIRABLE FOR QUALITY, FINISH, AND PRICE.
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ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
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NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Aug. 11, 1869.

Pickle Your Peaches.

Now's the day and now's the hour. The market is full of them—the New York market, that is. At the West Washington shambles they are selling for fifty cents a basket. It is in vain that sellers make desperate efforts to keep the price up. Political economy, like water, will find its level, and the cheapness at which peaches in New York are now selling illustrates that fact. Yesterday West Washington Market was crowded with peach purchasers. The middlemen were nowhere at all, and the producers, and not the frauds who intercalate themselves between them and the purchaser, got far over the worth of their produce. The quality of the fruit was also very fair, and, therefore, presuming that the harvest around Philadelphia is as rich as the one here, I repeat my impressive adjuration, "Pickle your peaches. Now is the time."

The fine building which is to be occupied by the

Young Men's Christian Association

is near completion. From what I can judge from a survey of the rooms to be used as gymnasia, reading-room, lecture-rooms, parlors, class-rooms, etc., I should think they would be abundantly impregnated with a religious gloom. I regret to state that the project at first entertained of a Believer's Bowling-alley and a Christian Cricket club has died out, and that the president of the association has frowned upon the idea of a smoking-room and insisted upon that apartment being converted to spiritual purposes. He will not have that temple desecrated by the fragrance of the Cigar of Sin, which, like Dead Sea fruit, turns to ashes on the lips (especially when well smoked): no matter what brand they may be of, for him they are only brands to be plucked from the burning, and he plucketh accordingly. The building will be ready for occupation in October. There is no truth whatever in the report that a private theatre was at first intended to be inbuilt with the institution. The officers very properly frowned upon the notion at once, even when it was proposed to call it the "Oratorio," and limit the representations to theological subjects. There has been a great deal of feverish talk about the inexpediency of making provision inside the building for such amusements as might tempt the censure or the sneers of a cynical world. The association, however, has unnumbered well-wishers even among those who are not avowedly religious: but its lack of clear convictions of duty and of independence in action has attached to some of its members a ridicule that is not altogether undeserved.

The Irrepressible De Vivo,

who has five weaknesses, viz.: an addiction to velvet coats, a cane whose handle is a figure-head strongly suggestive of Francois Ravel, the custom of presenting to newspaper people photographs of himself in striking attitudes, a love of the "pitty guhls," and an uncontrollable tendency to shed tears at the mention of his idolized countrywoman, Ristori—this gentle, genial, and joyous creature has gone to San Francisco to "lay pipe" previous to the advent there of Signor Brignoli. An obliging contemporary explains that he will be gone only twenty days. Gratifying intelligence! delicious life! to breathe melodious breath of *tenori* and *prime donne*, to flutter perpetually between the sanctum and the side-scenes, and alternately supplicate puffs and disseminate passes! what can existence confer more charming than that? 'Tis said, however, that no man is a hero to his *valet-de-chambre;* and I presume even Brignoli's agent sometimes discovers that his temper is not always as smooth as his voice.

The Communipaw Cattle Yards

would poison us with rinderpest if they could. They try it on periodically, once in three months at the very least. Sometimes the cattle-plague makes its appearance in beasts from the West. This time it has announced itself in several hundred head of cattle just arrived from Florida. Such cattle! Pharaoh's lean kine were prize-cattle compared with them. Some of them had evidently tasted neither food or water since leaving their native shores. The Communipaw Cattle Yards were consequently one large deathbed, where horrors almost human in their intensity were endured by dumb beasts. Personally Mr. Bergh was not in attendance, but his agents were. Used as they are to scenes of animal suffering, one or two of them were well-nigh overpowered by the extent and intensity of the brute misery that met their eyes. Starvation, thirst, vermin, and fetid air had combined to do the work of death. And these are the cattle whose flesh was to be offered for sale in the markets o this city, and would have been so offered but for the prompt intervention of Mr. R. P. Black, of New Jersey, who had received from the Legislature of that State a commission as Inspector of Stock. At first there seemed some disposition to dispute his authority, but the lynx-eyedness of the sanitary police of this city will probably defeat all efforts to palm off upon the dead-meat market this gristle and bone that Florida has sent us. The beasts will either be sent back thither, or their hides will be stripped and their carcasses be delivered up to the rendering tank.

What is known as the

"Stoop Line,"

the demarcation indicated by the projection of the front-door steps, or "stoops," as they are called here, is the utmost verge that the owners of booths and stalls are permitted to encroach upon the sidewalks. Even this is illegal unless the Mayor gives a permit and the owner or occupant of the building before which the stall or booth is located does not object. Consequently all that immense swarm of newspaper and fruit-stands which surround City Hall Park, the Astor House, and kindred localities, are illegal in the intensest degree, and only continue on sufferance of the public and the police. Some day or other we shall see them all disappear, in company with the forest of projecting signs, like mushrooms in a storm. The projecting-sign nuisance is growing worse every six months. Every haberdasher vies with his neighbor in the brazen uniqueness wherewith he compels attention to his goods. A clean sweep of them, as well as of all the sidewalk obstructions, was made only a few months ago. But you might as well pour hot water over a patch of red ants: the swarm disappears only to renew itself after a little. The fee charged for a projecting sign is only $2 50 (which goes into the public treasury if it does not go into a private pocket), and the thing being so extremely fee-sible, the number of projecting signs is infinite. In a gale of wind they quiver like forest leaves, and supply reporters' note-books with some of their choicest "meat" in the way of accidents. Between four and five thousand permits to use these projecting signs are extant at this writing; and about twenty thousand projections—they might with more significance be termed "projectiles"—are used than permits will ever be granted for. But if pedestrians prefer standing the chance of being knocked on the head to lodging a complaint, they ought by all means to be granted the benefit of their preference.

ALI BABA.

THE NORTHERN PACIFIC RAILROAD.

Good Road-Bed from Olympia to Portland—Excellent Climate of the Entire Route—Its Natural Advantages and Water-Line—Inquietude of British Columbia.

From Our Own Correspondent.

PORTLAND, OREGON, July 13, 1869.

We have now passed over the western portion of the region along the Pacific slope which contains undoubtedly the western terminus of the Northern Pacific Railroad; and we are now ready to fairly start on our eastern exploration. A little spare time remains, and it shall be used to give your readers a fair, though hasty, sketch of this road, its prospects, and the great advantages that will accrue on its completion.

A previous letter, written from Olympia, gave a brief description of the vast inland seas of Washington Territory. I am glad to have it in my power to reiterate that so far as the magnificence of the waters and harbors of the Strait of Fuca and Puget Sound have been presented to the Eastern public, there has been no exaggeration. They are truly on a grand scale, and are a fitting point for the vast future commerce of the Pacific. From Olympia to Portland, by the valley of the Cowlitz river, a railroad of very moderate grades can be easily constructed. The country almost affords a natural road bed, and the rails would run through a valley crowded thickly with magnificent timber. No elevation at all approaching the height of Fairmount hill is to be seen; and the soil has such natural richness that an annual yield of sixty bushels of wheat to the acre is no rash prophecy for fair farming.

The Northern Pacific Railroad is designed to stretch between Lake Superior—probably at the points of Fond du Lac and Bayfield—and Puget Sound, touching the latter doubtless at Seattle, on Admiralty Inlet. The tract of land traversed contains half-a-million square miles of territory, and it is emphatically the winter-wheat region of this continent. It is varied with alternating prairies and pine forests; it is rich in coal, iron, gold, silver, and copper that have not yet been fairly developed. It has timber, water-power, and stone, unlike the sterile tracts that lie more to the southward. The climate is so salubrious that consumptives from your Atlantic coast now seek it in preference to the enervating air of the South; and so mild is the temperature that I am told countless herds of cattle roam and fatten through the winter upon the natural grasses within ten miles of the summit of the Rocky Mountains, which at the north are so broken down as to be passable by loaded ponies. The buffalo, the elk, and the antelope make it their home throughout the whole year; and in its beautiful valleys peaches, apples, pears, plums, cherries, grapes, and sweet potatoes come to perfect maturity. This district, containing Minnesota, Dakotah, Montana, Idaho, Oregon, and Washington, has every element of wealth, every condition of social growth and prosperity, in superabundance and beyond exhaustion.

The feeling among the people here on the Northwest coast that the North Is entitled to a Pacific Railroad is honest, earnest, and all-engrossing. They object, with good reason, to going 700 miles south in order to get 1700 miles east; and they claim a share in the commercial profits of the trade that is to be diverted from the Cape of Good Hope across the United States. They say that from Hadodadi, of the Japan Islands, to Puget Sound is only 4400 miles, 460 less than the direct route to San Francisco; to Shanghai, China, is 5716 miles, 469 miles less. From Puget's Sound to Sitka is only 770 miles, a saving of 700 miles, that in the utilization of our new polar territory is a matter of great moment.

And this route also seems to have been created as the natural line of communication between the waters of the two oceans. At the east the St. Lawrence river and the great lakes reach half way across the continent, while the Pacific here on the west stretches an arm away inward into Oregon in the Puget Sound, leaving a distance of only 1775 miles between the navigable waters of the two oceans. By the Central route the distance from ocean to lake from San Francisco to Chicago is not less than 2400 miles, a difference in favor of the Northern route of 650 miles.

In fact, so many navigable streams will be intersected by this road, that if 825 miles were constructed at various points, complete steam routes could be established and maintained from ocean to ocean. The Mississippi will be crossed at or near St. Cloud, Minnesota. The Red river of the North next will connect with the navigation of Lake Winnipeg and the Saskatchewan and Assiniboine rivers and their tributaries, opening 3000 miles of navigable waters and draining 400,000 square miles of valuable territory. The Missouri river will be reached at a point 485 miles distant from the head of Lake Superior, and will be followed 500 miles to the Great Falls, near Fort Benton. A stretch of 200 miles will tap Flathead and Clark's rivers, and the navigable waters of the latter will be skirted for 175 miles.

Thence the road will run to Lewis river, at the mouth of the Paluse, 140 miles, and thence down the valleys of the Lewis and Columbia to Portland. Thus the construction of the Northern Pacific can be worked simultaneously from four different divisions, the extremity of each resting on water lines, thus allowing the road to move on simultaneously on eight different divisions. Fort Benton to Columbia would be the longest division, and 300 miles would be the longest distance of road, from a single point, accessible by water.

In addition to the vast development of the resources of the district traversed, the enhancement in value of the adjacent lands and the great increase of population sure to result, one of the most important considerations to the people of the whole country in this connection is the commercial and political effects that would ensue throughout British Columbia. Several years since the inhabitants of Vancouver's Island and British Columbia petitioned that they either might be relieved from the expense of an excessive staff of officials, and be assisted in establishing a British steam line to Panama to increase emigration, or that they might be permitted to become a portion of the United States, with which their commercial and business relations were most intimate. The British Government was thereupon spurred up to make surveys for a railroad extending from Canada to the Pacific; but their official engineers reported that the construction of such a road was practically impossible, owing to the rocky nature of the country and the fearful cost of such a railroad. Captain Pallisse says, "The time has now forever gone by for effecting such an object, and the unfortunate choice of an astronomical boundary line has forever isolated the British possessions." The inevitable corollary is that but a short time can elapse ere—if we use our advantages, at least—that Pacific coast will attach itself to the United States.

NEMO.

CITY ITEMS.

SINGER'S SEWING MACHINES
On easiest possible terms, by
O. F. DAVIS, No. 810 Chesnut street.

EARTH CLOSET COMPANY'S patent dry earth commodes and privy-fixtures, at A. H. Franciscus & Co.'s, No. 510 Market street.

GREAT BARGAINS IN SUMMER CLOTHING of all kinds. Prices greatly reduced to close out summer stock. Assortment still good. Our garments are superior to any ready-made Goods in Philadelphia in every respect. Prices guaranteed lower than the lowest elsewhere.
HALF WAY BETWEEN Fifth and Sixth streets, } WANAMAKER & BROWN, TOWER HALL, No. 818 MARKET ST., PHILADELPHIA, AND No. 698 BROADWAY, NEW YORK.

OUR CUSTOMERS AND THE PUBLIC.—
CHARLES STOKES,
MERCHANT TAILOR AND CLOTHIER,
No. 824 CHESNUT STREET,
respectfully draws your attention by this notice, that the assortment of Fine Clothing now being made for his Fall business will be full and
UNSURPASSED IN STYLE, QUALITY, AND PRICE.
A very great reduction from former prices will be made, and perfect satisfaction guaranteed to all.
The best cutters only employed, and customer work made in style and fit unequalled by any establishment in the State.
YOUR PATRONAGE RESPECTFULLY SOLICITED.

JEWELRY.—Mr. William W. Cassidy, No. 12 South Second street, has the largest and most attractive assortment of fine Jewelry and Silverware in the city. Purchasers can rely upon obtaining a real, pure article, furnished at a price which cannot be equalled. He also has a large stock of American Western Watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

"LOVE AND LIBERTY," the great historical romance, by Alexandre Dumas, which the entire French press praise in the most enthusiastic terms, is published by T. B. Peterson & Brothers to-day. Anything that Dumas writes is sure to find a multitude of readers, and this tale of the French Revolution will be found to be of intense interest from first to last. Price $1 75, bound in cloth.

ASTONISHING!
Among the many matters of surprise,
That almost daily meet our wondering eyes,
One that is worthy of an abler pen,
Is, false security of business men:
Trusting their money, valuables, and stocks,
In some dilapidated, rusty box,
With lock constructed on the ancient plan
Used for dog-collars, since the fall of man.
A button-hook might pick its secret spring,
A Seidlitz powder would blow up the thing!
Others a sort of fishy fabrics get,
Good for aquariums, being always wet,
In which their books and documents will mould,
And make an excellent manure, when old.
What need of risk, when any man may buy
A perfect safe, whereon he can rely?
MARVIN'S NEW SPHERICALS, of odd design,
Strength, dryness, durability combine,
In Fire-proofs fixed, beyond the reach of flame,
Pre-eminently SAFE in more than name.
The new Patent Spherical and Fire-proof Safes for sale by
MARVIN & CO.,
No. 721 Chesnut street.

A SEASONABLE FAMILY REMEDY.—Asiatic Cholera, Cholera Morbus, Summer Complaint, Colic, Sour Stomach, Diarrhœa, and all affections of the bowels incident to childhood at this season of the year, are cured at once by DR. JAYNE'S CARMINATIVE BALSAM. It allays the irritation and calms the action of the stomach, and being pleasant to the taste, is readily taken by children. While it may be given with entire safety to infants, it yet acts promptly and thoroughly when administered according to directions to either children or adults. Sold by all druggists.

A LIFE-SAVING REFORMATION.—A radical change has been introduced in the practice of medicine. Physicians have ceased to torture and prostrate their patients. Instead of pulling down, they build up; instead of assaulting nature, they assist her. Cupping, leeching, blistering, venesection, calomel, antimony, stupifying narcotics and rasping purgatives, once the favorite resources of the faculty, are now rarely resorted to even by the most dogmatic members of the profession. The old creed was that disease was something which must be expelled by violent artificial means, irrespective of the wear and tear of the vital organization in the process. The new creed recognizes the improvement of the general health as essential to the cure of all local ailments. Hence it is that HOSTETTER'S STOMACH BITTERS, the most potent vegetable tonic that pharmacy has ever brought to the assistance of nature in her struggles with disease, has been cordially approved by practitioners of the modern school. It is pleasant to reflect that reason and philosophy have at last been victorious over the errors of the past, and that thousands, and tens of thousands, of human beings are alive and well to-day, who would indubitably be mouldering in their graves had they been subjected to the pains and penalties which were deemed orthodox and indispensable thirty or forty years ago.
Preventive medication was scarcely thought of then; but now it is considered of paramount importance, and the celebrity of the standard invigorant, alterative and restorative of the age (a title which HOSTETTER'S BITTERS have fairly earned by their long career of success), is mainly due to its efficiency as a protective preparation.
A course of the BITTERS is urgently recommended at this season of the year as a safe and certain antidote to the malaria which produces intermittent remittent fevers, diarrhœa, dysentery, and other maladies.

REDUCED,
Reduced,
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Very much reduced,
Very much reduced,
Very much reduced,
Very much reduced,
Large Stock Men's, Youths', and Boys'
Large Stock Men's, Youths', and Boys'
Large Stock Men's, Youths', and Boys'
Large Stock Men's, Youths', and Boys'
Handsome Clothing.
Handsome Clothing.
Handsome Clothing.
Handsome Clothing.
PLEASE NOTICE.—We are anxious to close out our stock, it being extra large, fresh, and complete, and we want to alter our Building so as to gain more room. We will, therefore, during the month of August cut down the prices lower than ever.
WANAMAKER & BROWN,
Oak Hall,
The Largest Clothing House,
S. E. CORNER SIXTH AND MARKET STREETS.

MARRIED.

McCLINTOCK—SLOAN.—On Tuesday afternoon, August 10, 1869, at the residence of the bride's mother, No. 342 S. Second street, by the Rev. A. Culver, Mr. JOHN S. McCLINTOCK, of St. Louis, Mo., to Miss LIZZIE SLOAN, of Philadelphia.

MASON—LATTA.—On the 10th of May, by Rev. Francis Church, Mr. DAVID J. MASON to Miss MARY LATTA, both of this city.

DIED.

BLOODGOOD.—On Tuesday, the 10th instant, Mrs. MARY BLOODGOOD, aged 81 years.
The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her son, No. 1916 N. Fifteenth street, on Friday afternoon at 4 o'clock. To proceed to Laurel Hill. (New York papers please copy.)

DONALDSON.—On the 9th instant, at Cape May, EDMUND LINCOLN, youngest son of John and Emma P. Donaldson, No. 1929 Arch street, aged 1 year 8 months and 16 days.

McCAULLEY.—On the 8th instant, CHARLES McCAULLEY, aged 19 years.
The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his uncle, Mr. James McCaulley, No. 1124 Jackson street, on Thursday afternoon at 3 o'clock. Funeral services at St. Paul's Church. Interment at St. Mary's Cemetery.

QUINN.—On the 10th instant, MARY QUINN, aged 61 years.
The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, Mr. Redmond Quinn, Kellysville, on Friday morning at 8 o'clock.

SHAW.—On the 10th instant, MARY, wife of Thomas Shaw, in the 68th year of her age.
The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her husband, N. E. corner of Twenty-fourth and Hamilton streets, on Thursday afternoon at 4 o'clock. To proceed to the Union Burial Ground.

STATES.—On the 10th instant, ISAAC STATES, in the 61st year of his age.
His relatives and male friends are respectfully invited to attend the funeral, from the residence of the late Michael Sager, No. 634 Arch street, on Friday morning, the 13th instant, at 10 o'clock.

STOCKDALE.—On the 9th instant, LOUISA, daughter of Ellen and the late Percival Stockdale.
The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her mother, No. 321 S. Fifth street, on Thursday morning at 8½ o'clock.

TAYLOR.—On the 10th instant, ELIZA, daughter of the late John and Mary A. Taylor.
The relatives and friends of the family are respectfully invited to attend the funeral, from her mother's residence, No. 220 Catharine street, on Thursday afternoon at 1 o'clock. To proceed to Presbyterian Ground, Germantown.

DRY GOODS.

LIGHT, MEDIUM, AND DARK DRESS GOODS, at 25, 30, 37½, and 45 cents.
Closing out a large stock of Dress Goods at very Reduced Prices.
ALL-WOOL PLAIDS, 25c.
STRIPED POPLIN, 30c.
SILK and WOOL CAMLETS, 37½c.
And a lot of FIGURED FRENCH CASTIMERS for WRAPPERS, only 75c.
CURWEN STODDART & BROTHER,
8 11 3t Nos. 450, 452 and 454 N. SECOND Street.

FLANNELS.
Owing to the great depression of the Woollen Trade, we have been able to purchase
FLANNELS AT A GREAT SACRIFICE,
And are now selling them at
Lower Prices than
Before the War.
Our stock being complete, buyers will obtain a decided advantage by making their purchases early.
CURWEN STODDART & BROTHER,
8 11 3t Nos. 450, 452 and 454 N. SECOND Street.

ADDITIONAL LOTS From the United States Government sale.
1000 LINEN BED COVERS,
Price, $1 25 each.
These are desirable for the above use, Crumb Cloths and other purposes.
ON HAND,
BLANKETS,
BED SACKS, ETC.
CURWEN STODDART & BROTHER,
8 11 3t Nos. 450, 452 and 454 N. SECOND Street.

BLANKETS.
A full line of the best makes of BLANKETS, in all sizes,
For INSTITUTES, HOTELS, and FAMILIES.
Prices very much reduced.
CURWEN STODDART & BROTHER,
8 11 3t Nos. 450, 452 and 454 N. SECOND Street.

PRICE & WOOD,
N. W. CORNER EIGHTH AND FILBERT.
WHITE GOODS! WHITE GOODS!
Swiss Muslins, Victoria Lawns, Nainsooks.
Soft-finish Cambrics, Brilliants, Piques, etc.
Plaid and Plain Organdies.
Plaid and Stripe Nainsooks.
Plaid and Stripe Swiss Muslins, etc. etc.
Shirred Muslins, 50, 65, 75, 81, 85 cents, and $1 per yard.
Handsome Marseilles Quilts.
Honeycomb and Jacquard Quilts.
Colored Tarletans for covering.
Mosquito Netting, by the piece or yard.
Table Linens, Napkins, and Towels.
Bleached and Unbleached Muslins.
Bargains in Ladies' and Gents' Hosiery and Gloves.
Ladies' and Gents' Hdkfs, plain and hemstitched.
Ladies' Linen Collars and Cuffs.
Hamburg Edgings and Insertings.
Magic Ruffings, Coventry Ruffings.
Marseilles Trimmings and Registered Edgings, cheap.
FANS! FANS! FANS!
Fans very cheap.
Linen Fans, Autograph Silk Fans, Japanese Fans, and Palm Leaf Fans. [4 3 sw]
PRICE & WOOD,
N. W. CORNER EIGHTH AND FILBERT.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET.
AND
No. 1128 CHESNUT Street.
JUST RECEIVED, A FEW MORE
PRINTED LINEN LAWN DRESSES.
Ladies who want a LINEN LAWN DRESS should call immediately.
NEW HANDKERCHIEFS,
WITH EMBROIDERED INITIAL LETTERS.
Pretty designs, and quite cheap. 9 30 wfm

WHITE GOODS! WHITE GOODS!
Fine Plaid and Striped Nainsook Muslins, from 25 to 62½ cents.
Beautiful Large Plaid Nainsooks for Dresses.
Plain Cambrics, Nainsooks and Mulls, in good assortment.
White Piques, all grades, from 25 cents to $1 25.
Fine Striped Piques, neat styles, 37½ and 40 cents.
White Shetland, Hernani, and Barege Shawls.
50 dozen Red Bordered Fringed Towels, at 25 cts.
STOKES & WOOD,
S. W. COR. SEVENTH AND ARCH STS.,
3 3 ws PHILADELPHIA.

RICKEY, SHARP & CO.,
NO. 727 CHESNUT STREET,
ARE CLOSING OUT
LAWNS,
ORGANDIES,
And Other Summer Dress Goods,
AT GREATLY REDUCED PRICES. [7 13 tf

PAPER HANGINGS.
WARD & McKEEVER,
No. 1400 CHESNUT Street.
SPRING STYLES.
THE FINEST STOCK,
THE CHEAPEST PRICE,
THE BEST WORKMANSHIP
5 17 mwfsmrp

HATS AND CAPS.
WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 11 19

FINANCIAL.
A RELIABLE HOME INVESTMENT.
THE FIRST MORTGAGE BONDS
OF THE
Wilmington and Reading Railroad,
BEARING INTEREST
At SEVEN PER CENT. in Currency
Payable April and October, free of STATE and UNITED STATES TAXES.
This road runs through a thickly populated and rich agricultural and manufacturing district.
For the present, we are offering a limited amount of the above Bonds at
85 Cents and Interest.
The connection of this road with the Pennsylvania and Reading Railroads insures it a large and remunerative trade. We recommend the bonds as the cheapest first class investment in the market.
WM. PAINTER & CO.,
BANKERS AND DEALERS IN GOVERNMENTS,
NO. 36 S. THIRD STREET,
6 4 3m PHILADELPHIA.

DE HAVEN & BRO.,
BANKERS
AND
Dealers in Government Securities,
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Special business accommodations reserved for ladies.
We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our office. 7 1 3m

CHAMPION SAFES,
GREAT FIRE AT CAMDEN.
CAMDEN, June ,
MESSRS. FARREL, HERRING & CO.,
No. 629 Chesnut Street, Philadelphia.
Dear Sirs:—At the very destructive fire of Messrs. McKeen & Bingham's Saw Mill, which occurred on the evening of the 6th instant in this place, the Safe manufactured by you, belonging to the late firm of F. M. Bingham & Garrison, was in the building, and subjected to a very severe test, as the fire raged fiercely for several hours; and so great was the heat that the brass plates were melted off, and to our great surprise, when the Safe was opened, we found all the books and papers uninjured.
Yours respectfully,
SAMUEL B. GARRISON,
Late of F. M. Bingham & Garrison.
HERRING'S PATENT CHAMPION SAFES,
MOST RELIABLE SECURITY FROM FIRE NOW KNOWN," Manufactured and sold by
FARREL, HERRING & CO.,
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More than 30,000 Herring's Safes have been and are now in use, and over SIX HUNDRED have passed through accidental fires, preserving their contents in some instances where many others failed.
Second-hand Safes of our own and other makers having been received in part pay for the IMPROVED HERRING'S PATENT CHAMPION, for sale at prices. 4 17 4ptf

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FINE CUSTOM-MADE
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RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LEGOUTRE RAZOR SCISSORS of the finest quality.
Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 S. TWELFTH Street, below Chesnut. 2 5 6m

ROYAETY IN MINIATURE.

"Quel bon petit roi c'etait la,
La! la! la!"
BERANGER.

A witty French author informs us that when the few scattering inhabitants of the microscopic "principality of Monaco" rebelled against their prince in 1789, commissioners were sent by them to Paris to propose an alliance with the French revolutionists, whereupon a treaty was effected, which treaty consisted of the two following articles:—

"Art. I. There shall be peace and alliance between the French republic and the republic of Monaco.

"Art. II. The French republic is delighted to make the acquaintance of the republic of Monaco."

The perpetration of this "excellent jest" no doubt contributed greatly to the good-humor of the *revolutionnaires;* but, if they had looked a little nearer home they might have seen another "separate sovereignty," in comparison with which the principality of Monaco, so much laughed at, would have appeared gigantic. This was the "kingdom of Yvetot," which for more than thirteen hundred years remained a marvel to everybody. There was never anything like it before, and there has never been anything like it since. It was a curiosity, a sort of ball within a ball, like a Chinese puzzle. Strange as the statement may appear, there existed in the heart of France, from the middle of the sixth century nearly to the end of the eighteenth, a regularly-organized kingdom, ruled by a king, whom France, England, and all the great powers recognized and respected—in one sense at least—which high and mighty kingdom, presided over by its suzerain, with his privy council, high chamberlain, master of the hounds, master of ceremonies, and other dignitaries, consisted of an ordinary chateau, and what would be called in this country "a good farm."

This farm was called, as we have said, the "kingdom of Yvetot," and was situated near the present town of the same name in Normandy, between Havre-de-Grace and Rouen. The chateau, built, according to all accounts, some time in the sixth century, may still be standing. What is certain is, that here lived and reigned a long line of monarchs, whose will was supreme within the boundaries of the little domain; who paid no taxes of any description to the neighboring and surrounding kingdom of France, or to any other; who took part or did not take part in the various wars carried on by France, just as they fancied; and who were treated with, "as between crowned heads," by royalty elsewhere. It is not singular that this anomalous condition of things should have originated a number of jests at the expense of his majesty the King of Yvetot in every generation. Accordingly, we have all manner of caricatures, lampoons, pasquinades, and good-humored "flings," at their Majesties in French prose and verse—the most noted and best known, doubtless, being Beranger's "Roi d'Yvetot." In all these friendly—they are not unfriendly—caricatures, you see the same personage, a fat little royal personage, mounted on an ass, and followed by a dog, as fat and good-humored as himself, going from door to door on his domain, chatting familiarly with his peasant subjects, chucking the maidens under their chins, patting babies on the head, asking the news—who was married, or born, or dead—and never refusing the good glass of wine proffered to this merry little king by his subjects. Then on his return the four stalwart members of his "body-guard," who have been working in the royal garden, drop their hoes, hastily don their uniforms, and salute this jolly monarch as he arrives upon his donkey; the four seamstresses or housemaids, daughters of his tenants, and ladies of the bedchamber, usher him to his queen; he dines *en famille*, waited on by the one footman who is lord high-chamberlain; and at night he puts on, instead of a crown, an excellent and comfortable—night-cap!

Such is the picture, half traditional, half historic, of the King of Yvetot. It is altogether comic, as the reader will perceive; but under the humorous caricature there appears to have been a solid substratum of *fact*. This seems to have amounted to what follows:

The first Seigneur of Yvetot was Vauthier, chamberlain to King Clotaire I of France, son of Clovis and Clotilda. The chamberlain is represented to have been a man of great courage, intelligence, and devotion — qualities which made him a favorite with Clotaire; and the result was that he stood in high favor with his Majesty. Thence many heart-burnings on the part of the other courtiers; much jealousy of Lord Vauthier, as of one growing too powerful; eventually a conspiracy to ruin him with Clotaire the Long-haired. This conspiracy, long ripening, came at last to a head—Clotaire's mind was artfully poisoned—Vauthier no longer found favor in the eyes of his lord the King—and finally the conspirators succeeded in filling Clotaire with enormous rage against him—on what grounds the authorities do not say. These were not important, however. Vauthier was absent, and the conspirators had it all their own way. They clearly demonstrated that the chamberlain was a traitor; and as, in those days, kings were often their own "justicers," Clotaire publicly announced his intention to slay the Sieur d'Yvetot on sight. His majesty had put his own nephews to death, as personages interfering with his views; was known to be a man who stuck at nothing; and when a friend at court sent a messenger in haste to Vauthier at his chateau, informing him of the reception which awaited him from Clotaire, on his return, Vauthier wisely made up his mind not to expose his throat to the knife, or his brains to the royal axe, and hastened to put the Rhine and other broad streams between himself and King Clotaire.

For ten years, then, the Seigneur d'Yvetot remained abroad, hewing away with his sword at the barbarous Thuringians, enemies of the true faith. As Clotaire upheld the latter, Vauthier hoped that his "record" in these long years would restore him to favor with the King; so, pining no doubt for *la patrie*, and sick of exile, he determined to venture back, and throw himself upon the mercy of his sovereign. He did so, but not without taking excellent precaution. Clotaire was known to be a personage of most uncertain temper—fighting bravely against his enemies the Thuringians might or might not be sufficient to secure pardon for the culprit; therefore the prudent Vauthier first proceeded to Rome, where he made a friend of "Pope Agapet," and induced the pontiff to intrust him, in the character of envoy, with letters to King Clotaire, who would thus, under any circumstances, it was hoped, be entirely disarmed. Unfortunately, Vauthier did not estimate with sufficient correctness the highly "excitable" character of his sovereign. He travelled from Rome to Soissons, where Clotaire held his court; reached the city on Good Friday, at the moment when Clotaire was at the high altar of the great cathedral celebrating mass, in front of a veiled crucifix; threw himself upon his knees; presented the Pope's letters; implored pardon in the name of Christ—and Clotaire, for reply, drew his sword, and severed the head of the unfortunate Sieur d'Yvetot from his body. Grinning, ghastly, and streaming with blood, the head rolled on the very steps of the altar. Such was the unlucky result of Vauthier's return. Unlucky no less for Clotaire. He had committed sacrilege, and, when he cooled, the full enormity of his guilt flashed upon him. The Pope's letters, now read for the first time, did not lessen his remorse. They attested the entire innocence of our well-beloved son Vauthier, and around the unhappy Clotaire rose a chorus of clergy:—

"Sacrilege! sacrilege! Your Majesty has committed sacrilege!"

Thereat Clotaire grew pale, and his knees shook. What to do? Send an envoy to his Holiness, suggested the clergy, and beg absolution; and Clotaire caught ardently at the suggestion. The envoy was despatched; came to Rome; heard that the Pope was dying, and hastened to his bedside, where Clotaire's prayer was set forth for the pontiff's action. The affair was embarrassing—the pope was dying. He did what men often do in a difficult matter; he compromised. "Clotaire," he said faintly, "could expect to receive pardon—only—" (here Pope Agapet began to cough painfully, and gasp for breath)—"only—when—he had given—the highest possible—satisfaction to the—heirs—of—" (here the coughing returned, became more violent, a convulsion shook the pontiff, and before he could finish the sentence he expired.)

With the ambiguous dying words of Pope Agapet, the envoy returned to Clotaire: and for a long time the king pondered, with knit brows and troubled mind, on that phrase, "the highest possible satisfaction to the heirs of"—Vauthier. What *was* the "highest possible satisfaction?" At last he came to a decision upon the knotty point presented. There was, according to the opinion of people in the sixth century, no higher earthly satisfaction than that of being a royal personage; and the impetuous Clotaire, lashed by remorse, determined to make the Vauthiers royal. As the King ordered, so it was done. On a huge sheet of the whitest parchment, decorated with seals and flourishes, and attested by the royal "mark," it was written that thenceforth, to the end of time, the seigniory of Yvetot should be a kingdom, and the seigneurs thereof kings—owing allegiance to no one, coining their own money, levying their own taxes, issuing their sovereign decrees, making or not making war, as seemed to them best—in every acceptation of the word, and without reservation, kings.

Hence the Kings of Yvetot. The account we have given may appear romantic, but, whatever be the measure of faith attached to it, the existence of the "kingdom" is a matter of record.

Proof of this statement:

I. A decree of the Court of Exchequer of Normandy, of date 1392, mentions the King of Yvetot, and recognizes his royalty.

II. Letters patent granted by various Kings of France, in 1401, 1450, and 1464, acknowledge and confirm the sovereignty of the King of Yvetot.

III. In the same century, when Normandy was under English sway, Henry VI claimed certain taxes and feudal duties from the King of Yvetot; the question was solemnly adjudged; and the decision given against the King of England, in favor of the King of Yvetot.

IV. A letter of Francis I, addressed to the Queen of Yvetot, is still in the French archives.

V. At the coronation of Marie de Medici, Henry IV publicly rebuked his grand chamberlain for not assigning to the King of Yvetot a position suitable to his royal dignity.

"If we lose France," said the same jovial monarch, Henry IV, when he was retreating once, during the wars of the League, "we must take possession of the fair kingdom of Yvetot!"

Thus jest and earnest, fiction (doubtless) and fact, history and romance, mingle and are fused with each other here. The reader will regard the whole subject in the light which pleases him best—seriously, in the light of the charters, decrees, and letters patent referred to; or romantically, in the light of the Clotaire tradition; or humorously, in the light of the donkey, the fat dog, and the nightcap, of Beranger's *chanson*. The latter made the *bon roi d'Yvetot* popular forever, by hitting from behind him at other royal personages:—

"Il n'agrandit point ses Etats
Fut un voison commode,
Et, modele des potentats,
Prit le plaisir pour code.
Ce n'est que lorsqu'il expira
Que le peuple qui l'enterra
Pleura.

Oh! oh! oh! oh! ah! ah! ah! ah!
Quel bon petit roi c'etait la,
La! la!"

This was written in 1813, and there were a large number of persons, especially the French mothers, who had lost their boys by Napoleon's merciless conscriptions, who saw in the first lines a hit at the great Emperor. With these political matters, however, we have nothing to do. Looking across the years to the small Chateau d'Yvetot, what we see is a picture of "royalty in miniature," and an extremely fat and respectable line of monarchs, who appear to have had an amount of good sense not often found beneath kingly crowns. In fact, these rustic sovereigns appear to have been the most sensible men of history. They never declared war on anybody, never interfered or quarrelled with their neighbors, indulged in no heart-burnings, were rendered unhappy by no undue aspirations; they simply lived at the old country-house of Yvetot, with their tenants around them, ate good dinners, drank good wine, rode out on successive generations of fat little donkeys, followed by fat little dogs, chatted with their subjects, slept in peace, with comfortable nightcaps drawn over their royal old ears, and were buried in the royal cemetery attached to the royal residence, examples to all kings in all time to come.

There never were any "parties" of any description in Yvetot, we are informed—no court intrigues, conspiracies, or intestine dissensions. The king kept his own seals and his own royal purse in his own pantaloons pocket; and therefrom with his own hands disbursed to his civil list. The Court is thus described:—There were one bishop, one dean, and four canons—all parish *cures;* a senate and privy council composed of four judges—all notaries; besides which there were ladies of the bedchamber—tenants' daughters; four body-guards—gardeners; one chamberlain and herald—the footman; a master of the horse—the groom; a keeper of the woods and forests—bailiff; others have been mentioned. We shall only add that the King of Yvetot could bring into the field, at twenty-four hours' notice, an army of one hundred and twenty royal troops, over whom the King of France had no more authority than he had over the army of the King of England or the Emperor of Austria. These were never, however, called into the field. Their old matchlocks were quite rusty and their uniforms moth-eaten. Nobody ever declared war on the good little Kings of Yvetot. They ate, drank, slept, rode out on their donkeys, smiled on the maidens, patted the heads of the babies, and went to their long homes, models of potentates, from the sixth century to the latter part of the eighteenth, when the last monarch of their ancient line ignominiously assumed no higher title at the court of Louis XVI than *prince*, whereupon the revolution followed, and, just when the "republic of Monaco" was born, swept him and his kingdom away—just punishment for thus abdicating his sacred royalty, which had "been in the family" for the respectable period of about thirteen centuries.

So it passed, this jolly little kingdom and its line of kings—small of stature, but the "real article," and respected accordingly. To-day you look upon the whole matter as a jest, historic fact as it. The railway from Havre to Rouen, through the department of Seine-Inferieure, traverses the town of Yvetot; the cars rattle, the smoke floats, the whistle screams; if the *bon petit roi*, on his little donkey, followed by his little dog, could witness that phenomenon, it is probable that king and donkey and dog would all roll in the nearest ditch, overcome with fright! But the fates spared them such a profanation of their royal authority—these worthy little kings of Pigmyland. They are no more there, and never now move any more beneath the glimpses of the moon! The birds sing, the streams laugh, the clouds float over the ruins of the old chatean, as in other years. But the kings and kingdom of Yvetot have passed away like a dream!—*Appleton's Journal.*

EXPLOSIONS.

Losses by Mining Disasters in England.

The London *Times*, noticing the loss of 58 lives by the latest coal-mine explosion in England, remarks:—

"The public ought to be inexpressibly shocked by the frequent recurrence of these fatal catastrophes. To omit minor accidents, in April last we reported the death of 33 men by an explosion. In May, out of ten men at work in a coal mine in South Wales seven were killed, and it was mere chance that the number at work was not 300 or 400, with the deaths in proportion. June brought an explosion in the Ferndale Colliery at the cost of 53 lives, and in July we have this fatal explosion at Haydock. Coals have become the first necessity of life, and it would seem as if colliers were our advanced guard in the war with nature, and were perpetually under fire. The parallel may be extended, for the fatality of these explosions, it should be remembered, represents only the lives lost in action; the number sacrificed to minor accidents may, perhaps, like the loss of life due to sickness in war, be still larger.

"Strange to say, in this very colliery at Haydock 26 lives were sacrificed only last September to an explosion which seems in every respect similar to the present. The two were in the same pit and in the same seam of coal, and in the last report of the Inspectors of Mines we have a plan of the colliery and a discussion of the former accident. From this there seems every reason to believe that the disaster was then due to causes which were completely within control—in fact, to the carelessness of men who paid for their neglect with their lives. The general nature of these catastrophes is sufficiently well known. The gas with which all coal is more or less pervaded escapes as the workings progress, and, unless dispersed by ventilation, gradually accumulates. When a certain amount of it has collected, a slight accident, or one of those blastings which are common incidents of mining, will be sufficient to explode it. It is evident that, in order to avoid this danger, every part of a mine ought to be constantly watched. In order to be sure that the ventilation is perfect."

OBITUARY.

Hon. David Jewett Baker.

The Hon. David Jewett Baker died at Alton, Illinois, on Friday, August 6, in his seventy-seventh year. He was one of the early pioneers of Illinois, having moved to that State in 1819. He figured conspicuously in State politics during his younger days, and in 1823, when an attempt was made to introduce slavery by amending the Constitution, he distinguished himself by articles of such scathing severity and personal bitterness against the advocates of the measure, that he at one time nearly lost his life at the hands of an assassin. Governor Thomas Reynolds, afterward of Missouri. To the day of his death he bore the marks of this assault upon his head. In 1829 Judge Baker was appointed to the United States Senate. During his service there he originated the measure for disposing of the public lands in quantities of forty acres, the law up to that time not permitting the entry of Government lands in less than quarter-section tracts. This change greatly facilitated the settlement of Illinois, and for many years the State went by the name of "Baker's Land." Judge Baker served under Presidents Andrew Jackson and Martin Van Buren from 1833 to 1837 as United States Attorney for the State of Illinois. In 1840 he became a member of the Whig party, and was one of the original organizers of the Republican party in Illinois in the convention at Springfield, October, 1854. He was one of the committee which drafted the famous resolutions which figured so prominently in the great debate between Mr. Douglas and Mr. Lincoln in the campaign of 1858. The last years of Judge Baker's life were quietly spent in a retired country seat near Alton.

Summer Gossip.

—One good thing at the Cape—the hotels do not have rival hops the same evening.

—Nearly $600 have been voluntarily subscribed to organize a Humane Society at Cape May.

—A new drive, about a quarter of a mile above the Stockton, is to be opened this week.

—Here is what the Cape May *Wave* thinks are wanted at Cape Island:—1st. Good drives. 2d. A theatre. 3d. Another new hotel. 4th. Good pavements and streets. 5th. City passenger cars or omnibuses, to go out two or three miles. 6th. A large restaurant. 7th. A fine garden. 8th. A nice ball-room. 9th. Cheap accommodations. 10th. More light at night. 11th. As many liberal hotel proprietors as possible. 12th. A steamship line to and from New York.

—The *Wave*, among other things, "don't want police officers to annoy anybody for trifles and let things deserving their vigilance escape; don't want owners of cottages to think that they can get any price they wish, as long as there are Julys and Augusts in the calendar; don't want that person interested in the welfare of Cape May to make people at home believe that it cannot be visited by any lady except those who have 300 chests full of finery and trunks as large as the Great Eastern."

—West Point is very quietly fashionable.

—The Cooper House, Cooperstown, has nearly 200 guests.

—It is decided that "Flirtation Walk" at the Point will not be lighted.

—It is said that the summer visitors at Newport leave no less than two millions a year there

J. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia.
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We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice. 6 3m

GROCERIES AND PROVISIONS.
MICHAEL MEAGHER & CO.,
No. 223 South SIXTEENTH Street,
Wholesale and Retail Dealers in
PROVISIONS,
OYSTERS, AND SAND CLAMS,
FOR FAMILY USE
TERRAPINS $16 PER DOZEN. 9 4

PROPOSALS.
OFFICE OF ASSISTANT COMMISSARY-GENERAL OF SUBSISTENCE, AND CHIEF COMMISSARY OF SUBSISTENCE, DEPARTMENT OF THE EAST AND MILITARY DIVISION OF THE ATLANTIC,
NEW YORK CITY, Aug. 10, 1869.
Sealed Proposals, in duplicate, will be received by the undersigned at his office, room No. 43 Army Building, corner of Green and Houston streets, or directed to Post Office box No. 2269, New York, until 10 o'clock A. M., September 10, 1869, for supplying the following Subsistence Stores, to be delivered in Philadelphia, as follows, viz.:—
25 barrels Pork, Mess or Prime Mess—which to be stated—to be at least 200 pounds of meat per barrel, in original packages preferred.
5450 lbs. first quality thoroughly smoked Bacon Sides in tierces, or smoked Bacon shoulders, which to be stated.
210 barrels of first quality, extra superfine Southern, St. Louis, or other brands of Flour.
2300 pounds prime White Beans, to be packed in barrels, head-lined.
1700 pounds Carolina Rice, in clean, good stout oak barrels.
1300 pounds Rio Coffee in sacks.
5100 pounds of clean, dry Brown Sugar, equal in quality to Stewart's "C" Sugar, in barrels, head-lined.
237 gallons Cider Vinegar, in barrels.
430 pounds best quality of Adamantine Candles, to be 16 ounces to the pound, packed in boxes.
1600 pounds good hard Soap, packed in boxes, full weight.
1200 pounds clean, dry, fine Salt.
100 pounds pure black Pepper, ground, in ¼ lb. papers, packed in boxes.
180 pounds of plug Tobacco, Army standard.
100 pounds best quality breakfast Bacon, in barrel.
200 pounds sugar-cured Hams, packed in barrels.
65 pounds smoked beef Tongues, in box.
160 pounds smoked Beef, in box.
200 pounds Codfish, in box.
40 half boxes Sardines, in box.
35 pounds black Tea, in box.
450 pounds coffee Sugar "A," in barrels.
550 pounds cut Loaf Sugar, in barrels.
50 pounds dried Peaches, in box.
50 pounds dried Apples, in box.
24 cans preserved Peaches, 48 cans Corn, 48 cans Peas, 48 cans Lima Beans, 24 cans Pineapples, 36 cans Currant Jelly, 24 cans Quince Preserves, 48 cans Tomatoes. } 2 pound cans, packed in boxes.
24 bottles Lemon Flavoring Extract, in box.
24 bottles Vanilla Flavoring Extract, in box.
36 bottles Worcestershire Sauce, in box.
24 bottles Mustard, in box.
300 pounds Lard in 5 lb. boxes.
One-half of these stores are required for immediate delivery, and the other half about 10th November next. No charge for storage. Samples of all, except the meats, lard, bottled, and canned articles, must be delivered, if by express or otherwise, free, with the proposals, and referred to therein, also a printed copy of this advertisement must be attached to each proposal.
The seller's name, place of business, and date of purchase, as well as the name of contents, with shipping marks to be hereafter designated, must be plainly marked on each package.
Blanks for proposals furnished on application by mail, which must be enclosed in an envelope addressed to the undersigned, and endorsed "Proposals for Subsistence Stores."
C. L. KILBURN,
8 10 6t Bvt. Brig.-Gen. and A. C. G. S.

ROOFING.
READY ROOFING.—This Roofing is adapted to all buildings. It can applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while under going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market.
W. A. WELTON,
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TO OWNERS, ARCHITECTS, BUILDERS AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 543 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof. Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good work men supplied. Care, promptness, certainty! One price! Call! Examine! Judge!
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On Vessels, Cargo, and Freight to all parts of the world.
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On Merchandise generally; on Stores, Dwellings, Houses, Etc.
ASSETS OF THE COMPANY, November 1, 1868.

$200,000 United States Five Per cent. Loan, 10-40s	$208,500 00
120,000 United States Six Per Cent. Loan, 1881	136,800 00
80,000 United States Six Per Cent. Loan (for Pacific Railroad)	80,000 00
200,000 State of Pennsylvania Six Per Cent. Loan	211,375 06
125,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	128,594 00
50,000 State of New Jersey Six Per Cent. Loan	51,500 00
20,000 Penn. Rail. First Mortgage Six Per Cent. Bonds	20,200 00
25,000 Penn. Rail. Second Mort. Six Per Cent. Bonds	24,000 00
25,000 Western Penn. Rail. Mortgage Six Per Cent. Bonds (Penn. Railroad guarantee)	20,625 00
30,000 State of Tennessee Five Per Cent. Loan	21,000 00
7,000 State of Tennessee Six Per Cent. Loan	5,031 25
15,000 Germantown Gas Company, principal and interest guaranteed by City of Philadelphia, 300 shares Stock	15,000 00
10,000 Pennsylvania Railroad Company, 200 shares Stock	11,300 00
5,000 North Pennsylvania Railroad Co., 100 shares Stock	2,500 00
20,000 Philadelphia and Southern Mail Steamship Co., 80 shares Stock	15,000 00
207,900 Loans on Board and Mortgage, first Liens on City Properties	207,900 00
$1,109,900 Par. Market value,	$1,130,325 25
Cost, $1,099,604 26.	
Real Estate	36,000 00
Bills receivable for insurance made	323,486 94
Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the company	40,178 88
Stock and scrip of sundry corporations, $3856. Estimated value	1,813 00
Cash in bank $116,150 08	
Cash in drawer 413 65	116,563 73
	$1,647,367 80

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CAPITAL	$400,000 00
ACCRUED SURPLUS	1,083,528 70
PREMIUMS	1,193,843 43
UNSETTLED CLAIMS, $23,788 12.	INCOME FOR 1869, $360,000.

Losses paid since 1829, over $5,500,000
Perpetual and Temporary Policies on Liberal Terms. The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.
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Good risks of any class accepted.
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Cash Assets, May, 1869, OVER HALF A MILLION DOLLARS.
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This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods and Merchandise generally, on liberal terms.
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Capital, $500,000.
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MARINE, INLAND, AND FIRE INSURANCE.
OVER $20,000,000 LOSSES PAID SINCE ITS ORGANIZATION.
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BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold. Payable in Currency.
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THE SOUTH AND SOUTHWEST.
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The Steamships PROMETHEUS, Captain Gray, J. W. EVERMAN, Captain Snyder,
WILL FORM A REGULAR WEEKLY LINE.
The steamship PROMETHEUS will sail on TUESDAY, August 10, at 4 P. M.
Through bills of lading given in connection with S. C

The Austrian Red Book.

From the London Saturday Review.

The Bishop of St. David's, in the debate on the Irish Church, spoke of Austria as one of the countries in which the Papal power had visibly declined. Count Beust, in some of the despatches published in the Red Book, endeavors to convey the same lesson to the unwilling ear of the Roman Court. If a personal reference had been consistent with diplomatic propriety, the Chancellor of the Austro-Hungarian monarchy might have urged as an additional argument the remarkable fact that he is himself a Protestant. It seems, indeed, that the Roman government finds a paradoxical consolation in a circumstance which might well have been thought fatal to its hopes: for Count Trauttmansdorf, ambassador at Rome, has been unable to convince Cardinal Antonelli that some future Ministry may not reverse the recent policy of Austria. It is doubtful whether sagacious ecclesiastics really feel the confidence which they deem it prudent to profess. As long as the Austrian bishops unanimously prefer their foreign superior to their country, the Pope and his advisers can scarcely refuse to encourage their contumacious loyalty to Rome. The majority of the Imperial family and a large part of the aristocracy are opposed to the liberal designs of the Minister, and the conversion of the Emperor himself from bigotry and despotism is still recent, though it is probably sincere; but the Concordat has been renounced, not in accordance with either theory or caprice, but because it was found to be incompatible with the administration of the empire. The advocates of Ultramontane doctrines tacitly admit that their system is incompatible with constitutional government; nor would a democratic revolution in any way favor their pretensions. As Count Beust observes, the objects of the Court of Rome could only be attained by a restoration of absolute monarchy; and it is not even certain that a judicious despot would repeat the error of the Emperor's early advisers by identifying his cause with the predominance of the clergy. There is no use in bribing willing supporters by extravagant bounties. The extinct Concordat only secured the adhesion of the classes which would in any case have been devoted to absolute royalty; and it was negotiated by dishonest fanatics who were willing to barter the national interests for supposed advantages to themselves to be enjoyed here or hereafter. There was no Parliament in the days of Joseph II, who first threw off the supremacy of Rome; and the religious independence of Austria now rests on a broader foundation. Ministerial responsibility, representing Parliamentary sovereignty, is the most effective conductor of spiritual lightning. When the Austrian bishops requested the Emperor to disregard the vote of the Council of the Empire, the answer that he must be guided by the advice of his ministers was entirely conclusive. It might have been possible to play upon the conscience of the monarch, but there would be neither utility nor satisfaction in cursing a heretic minister. The Pope himself was driven in one of his Allocutions to assert that the Austrian Constitution was null and void; or, in other words, that it was essentially incompatible with claims which can scarcely prevail with collective bodies. Long ago there were exceptional cases in which popular assemblies allowed themselves to be directed by the agents of the Church; but the alliance with Rome of the French League, or of the rebel Parliament of Ireland in the days of Charles I, was temporary, and ultimately fatal to the clerical faction. Ireland is at present the only country in the world in which the majority of constituencies is controlled by the Roman Catholic priesthood. It is obvious that, if the religious convictions of the people were really disregarded by the constitutional Government of Austria, the remedy for the grievances of the Church would be, not the restoration of despotism, but an appeal to the suffrage of the electors.

It is perhaps impossible that the Government of a Roman Catholic State should regard the approaching Œcumenical Council with the indifference which prevails in nonconforming countries. In the estimation o Englishmen, of Americans, or of North-Germans, the council furnishes the same kind of excitement which might be caused by the announcement of an exhibition at Paris, or of a great conflux of musical instruments at Boston. Count Beust, having a somewhat closer relation to the affairs of Rome, instructs his envoy in substance to say that the council may do what it likes, but that it will not be allowed to interfere with Austrian institutions. Perhaps but little courage is required to exorcise a phosphorus ghost. The dangers which threaten Austria have nothing to do with the friendship or enmity of Rome. The Pope cannot alienate Hungary from the reigning dynasty, nor stimulate revolutionary movements in the German provinces, nor can he ally himself with heretical Prussia or with Russian schism. Italy is even more rebellious than Austria against Papal supremacy, and in Eastern as in German questions Austria and France have a friendly understanding. It appears not yet to have occurred to the promoters of the council that the unanimity of the assembled prelates will be that of a sect. The nominal members of the Church may still be counted by tens of millions, but the laity is no longer either represented or governed by the clergy. The proposed exclusion of Catholic princes from the place which their predecessors occupied in former councils is in itself a confession of political decadence. It was only when governments were prepared to recognize the authority of councils that they were concerned to watch the shaping of the decrees by which themselves or their subjects were to be bound. It is for the clergy and their leaders to consider whether their power will be increased as the reins of discipline are tightened, and the limits of permitted freedom of thought successively contracted. Austria, France, and Spain will watch the proceedings of the council with curiosity, and perhaps with a faint anxiety, as far as some additional difficulty may arise in dealing with the clergy; but for the statesmen of Roman Catholic countries the decisions will be neither more nor less sacred than for Mr. Disraeli or Mr. Bright. Count Beust probably found his correspondence with Count Trauttmansdorf the easiest of his diplomatic duties. When he turned to the affairs of Turkey, or to the relations of Austria with Germany, he must have felt like a man who lays down a novel or a newspaper to return to the details of his daily business.

The unfriendly feelings which still keep Austria and Prussia apart are the more to be regretted because the diminished intimacy between Prussia and Russia would seem to facilitate the establishment of a better understanding. Although Austria has since 1866 disclaimed all right of intervention in German politics, the party in Bavaria and in Wurtemberg which is opposed to the extension of Prussian supremacy naturally leans to Austrian support; and Count Beust declares in conventional phrase that, while his Government acknowledges the obligations of existing treaties, it can neither discourage nor repel the voluntary sympathies of its German neighbors. It is not the interest of either power to bring the dispute to an issue, but there is reason to fear that the quarrel will continue to smoulder. Count Beust's ostentatious professions of intimacy with France probably account for a part of the hostile disposition which he attributes to Prussia. In the improbable event of a war between France and North Germany, a neutral policy would be imposed on the Austrian government, both by the risk of losing the German provinces, and by the unwillingness of Hungary to engage in an unprofitable contest; yet it is true that the interests of States afford no absolute security for peace. The memory of the disasters of the Bohemian campaign must have faded further into the distance before the attention of Austria will be concentrated on internal improvement, and on the guardianship of the valley of the Danube; yet some parts of the Red Book show that Count Beust has not neglected the duty of warning the turbulent government of Roumania of the dangers which it may incur by promoting disturbance in Turkey. It is fortunate that Hungary is even more nearly interested than the western portion of the empire in counteracting Russian propagandism and encroachment in the southeast of Europe. The general effect of the political changes of the last ten years has been to restore to a large extent the balance of power which had previously been deranged. Austria has been for defensive purposes greatly strengthened by the surrender of Venetia and by the reconciliation of Hungary. Ambitious governments might learn a valuable lesson from the results which have followed the compulsory abandonment of a policy of vexatious interference. Within the memory of those who are still young, it was considered an indispensable condition of Austrian greatness that half a dozen petty tyrants should be aided in the oppression of as many helpless Italian provinces. It is now found that the Tyrolese frontier is more effectually protected by the neighborhood of a friendly and independent power which maintains itself without cost or danger to Austria. A close alliance with Rome, which formed the natural accompaniment of Austrian predominance in Italy, produced annoyance and disaffection at home, while in Germany an incessant conflict with Prussian influence foreboded the struggle which has since been decided. Time alone can show whether the experiment of constitutional government and of equal union with Hungary is destined to succeed, but hitherto Count Beust has performed for his adopted country the inestimable service of postponing, and perhaps of averting, a total collapse. If no fresh convulsion takes place, it may be hoped that increased material prosperity will render the new system of government generally popular. In a reign of twenty years the Emperor Francis Joseph has tried, by the advice of successive councillors, the most opposite political systems, and he is probably convinced that his present Minister has guided him into the safest path. Absolute monarchy and entire deference to ecclesiastical authority have been again and again found to be impracticable in modern Europe. It is well for Austria that no political change has at any time placed the title of the dynasty in question. No violent revolution has been interposed between Schwarzenberg and Beust.

Titian's Landscapes.

We give the following extract from a new work entitled "Titian's Country," by Josiah Gilbert, author of "The Dolamite Mountains," which has just been published in London:—

"He was great in mountains, and that he was so forms his chief claim to greatness in landscape art. He, almost the first of painters, seems to have felt the abounding expressiveness of mountain lines, and to have rendered with a firm hand their strength and beauty, whether displayed in isolated aspiring forms, or as they stand grouped in graceful opposition. More than that, he first led the way in that appreciation of mountains, as among the grandest symbols that nature offers of power, mystery, duration, majesty, and the like, which, if not unrecognized in the earliest poetry, had yet slumbered through many ages of culture, and is distinctively a modern passion. As, for instance, I doubt if there is an earlier example than in Titian of a dark, distant, jagged mountain outline, vividly relieved by a glowing evening sky. Or again, of that striking effect of distance, isolation, and mystery, produced by the apparition of a mountain summit peering from behind nearer ranges of hills, when peak or crest lifted in air, and bright with beams from some hidden source of light, seems to give sudden hint of some strange unknown region in the far beyond. Of such ghost-like but luminous shapes Titian offers frequent instances. If, too, the gloom of forests charmed him, he was eminently susceptible to the gloom and awfulness of mountains, which, alien alike to classic and mediæval taste, are so grateful to the modern; and it was surely not only for the convenience of deep purples and rich blues, that his mountain forms so often sweep darkly along the horizon, like a visible thunder-peal, but that he felt their solemn grandeur. And it must have been from the same appreciation that he made so much of the fellowship between clouds and mountains. Other painters had dealt in mountain shapes of delicate blue reposing in pure ether, and for clouds scattered a few woolly patches in the void above. Titian, a mountain man, and better taught, brought the vapors down among his hills, gave them involution and coherence, wrapped them round his mountain peaks, or piled them into vast competing bulks far into the sky. In a word, without the delicate observation of Turner, or of Turner's great expounder, he was habitually conscious, as well of the poetry as of the artistic capabilities latent in the interaction of these two great landscape powers, and 'composed' mountain and cloud together, each answering to each like the parts of a chorus. And again there was in Titian a perception of that physiognomy of mountains which gives them personality and makes them almost instinct with emotion. Sometimes he places them in sphinx-like attitudes of repose, embodiments of enormous passive force; sometimes they writhe and twist like hooded giants struggling to be free from bonds. Or he sets them as tutelary powers to preside over some gentle scene or nestling village; for Titian regarded them less as enemies than friends—not as a lowlander shrinking from their awfulness, but as a mountaineer, familiar with, almost welcoming, their terror, because conscious of their encompassing strength. The valley among hills, with its sequestered human life, and walls, and towers, and roofs sheltered beneath some giant mass, or clinging confidingly to its sides, is a scene he often dwells upon."

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PHILADELPHIA, GERMANTOWN, NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3½, 3¾, 4, 4·35, 5·05, 5¾, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train and 3¾ and 5¾ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10¾ P. M.
Leave Germantown at 8·15 A. M., 1, 3, 6, and 9¼ P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7·50 A. M., 12·40, 3·40, and 9·25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10·05, and 11½ P. M.
Leave Norristown at 5·40, 6½, 7, 7¾, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.
The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Scuir's lane.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS
Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.
Leave Norristown at 7 A. M., 1, 5¾, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10·05, and 11½ P. M.
Leave Manayunk at 6·10, 7, 7½, 8·10, 9½, and 11½ A. M., 2, 3½, 5, 6½, 8·20, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, May 10, 1869.—Trains will leave Depot corner Broad and Washington avenue as follows:—
Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4·00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11·30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2 30, 5·00, and 7 00 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Stations.
Leave Wilmington 6·30 and 8·10 A. M., 1·30, 4 15, and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7 25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays excepted) at 7·00 A. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7·00 P. M.
The 7·00 A. M. Train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1 30 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 2 30 P. M. Leave Chadd's Ford for Philadelphia at 6·15 A. M.
A Sunday Train will leave Philadelphia at 8·00 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4·30 P. M.
Trains leaving Wilmington at 6 30 A. M. and 4·15 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.
Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.
COMMENCING THURSDAY, JULY 1, 1869.
Leave Philadelphia, foot of Market street, as follows:—
9·00 A. M., Cape May Express, due 12·25.
3·15 P. M., Cape May Passenger, due 7·15.
4·00 P. M., Fast Express (commencing on Saturday, July 3), due 6·55 P. M.
Sunday Mail Train leaves at 7·15 A. M., due 10·45.
Cape May Freight leaves Camden daily at 9 20 A. M.
RETURNING, TRAINS LEAVE CAPE MAY,
6 30 A. M., Morning Mail, due 10·06 A. M.
9·00 A. M., Fast Express (commencing on Monday, July 5), due 12·07.
5 00 P. M., Passenger, due 8·22 P. M.
Sunday Mail Train leaves Cape May at 5·10 P. M.
Cape May Freight Train leaves daily at 6·40 A. M.
TICKETS.
Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.
For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8·00 A. M., mail, and 3·30 P. M., passenger.
An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at 6·30 A. M.
Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.
FREIGHT TRAINS LEAVE CAMDEN
For Cape May, Millville, Vineland, etc., etc., 9·20 A. M.
For Bridgeton, Salem, and way stations, 12·00 noon.
Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
7 1 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.
CAMDEN AND ATLANTIC RAILROAD
SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1¾ HOURS.
TAKES EFFECT JULY 1, 1869.
Through trains leave Vine Street Ferry as follows:—
Special Excursion.....6·15 A. M.
Mail.....8·00 A. M.
Freight (with passenger car).....9·45 A. M.
Express, through in 1¾ hours.....3·15 P. M.
Atlantic Accommodation.....4·15 P. M.
LEAVE ATLANTIC CITY.
Atlantic Accommodation.....6·06 A. M.
Express, through in 1¾ hours.....7·24 A. M.
Freight (with passenger car).....11·50 A. M.
Mail.....4·17 P. M.
Special Excursion.....5·18 P. M.
An extra Express train (*through in 1¾ hours*) will leave Vine Street Ferry every Saturday at 2·00 P. M.; returning, leave Atlantic City on Monday at 9·40 A. M.
Local trains leave Vine street:—
Atco Accommodation.....10·15 A. M.
Haddonfield do. .....2·00 P. M.
Hammonton do. .....5·45 A. M.
Returning, leave
Atco.....12·15 noon.
Haddonfield.....2·45 P. M.
Hammonton.....5·40 A. M.
SUNDAY MAIL TRAIN
Leaves Vine street.....8·00 A. M
Leaves Atlantic.....4·17 P. M
Fare to Atlantic City, $2. Round trip tickets, good for the day and train on which they are issued, $3.
Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.
6 29 D. H. MUNDY, Agent.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.
FROM WALNUT STREET WHARF.
At 6·30 A. M., via Camden and Amboy Accom. $2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3 00
At 2 P. M., via Camden and Amboy express... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3·30 and 4·30 P. M., for Trenton.
At 6·20, 8, and 10 A. M., 12 M., 2, 3·30, 4·30, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6·30 and 10 A. M., 12 M., 3·30, 4·30, 6, 7, and 11·30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11·30 P. M. line leaves Market Street Ferry (upper side).
FROM KENSINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.
At 7·30 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 10·15 A. M. and 6 P. M. for Bristol.
At 7·30 and 11 A. M., 2·30 and 5 P. M. for Morrisville and Tullytown.
At 5·30 and 10·15 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.
At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.
At 9·30 A. M., 1·20, 4, 6·45, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.
At 11·20 P. M., Emigrant Line. Fare, $2.
At 9 30 A. M., 1 20, 4, 6·45, and 12 P. M. for Trenton.
At 9·30 A. M., 4, 6·45, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES.
FROM KENSINGTON DEPOT.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
1 10 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.
SUMMER TIME.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut street, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8·00 A. M.
Paoli Accommodat'n, 10·30 A. M., 1·10 and	7·00 P. M.
Fast Line	11·50 A. M.
Erie Express	11·50 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.

Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.
Philadelphia Express leaves daily. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 6 P. M., at No. 116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·50 A. M.
Paoli Accommodat'n, 8 20 A. M., 3·40 and	6 20 P. M.
Erie Mail	9·35 A. M.
Fast Line	9·35 A. M.
Parkesburg Train	9 10 A. M.
Lancaster Train	12·30 P. M.
Erie Express	4·20 P. M.
Day Express	4·20 P. M.
Southern Express	6·40 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7·25 A. M., 9·30 A. M., 2·30 P. M., 4·15 P. M., 4·35 P. M., 7·15 and 11·30 P. M.
Leave West Chester from Depot, on East Market street, at 6·25 A. M., 7·40 A. M., 10·10 A. M., 1·55 P. M., 4 50 P. M., and 6·45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12·30 P. M. and 5·45 P. M. Leave B. C. Junction for Philadelphia at 5·30 A. M. and 1·45 P. M.
Train leaving West Chester at 7·40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4·35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4·35 P. M., and will change cars at B. C. Junction.
The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.
ON SUNDAYS.
Leave Philadelphia for West Chester at 8·00 A. M. and 2·30 P. M.
Leave Philadelphia for B. C. Junction at 7·15 P. M.
Leave West Chester for Philadelphia at 7·45 A. M. and 4 45 P. M.
Leave B. C. Junction for Philadelphia at 6·00 A. M.
WILLIAM C. WHEELER,
4 10 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Erie Railroad will run as follows:—
WESTWARD.

MAIL TRAIN leaves Philadelphia	10·45 P. M.
" " Williamsport	8·15 A. M.
" arrives at Erie	9·30 P. M.
ERIE EXPRESS leaves Philadelphia	11·50 A. M.
" " Williamsport	8·50 P. M.
" arrives at Erie	10·00 A. M.
ELMIRA MAIL leaves Philadelphia	8 00 A. M.
" " Williamsport	6·30 P. M.
" arrives at Lockhaven	7·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	11·15 A. M.
" " Williamsport	12 20 A. M.
" arrives at Philadelphia	9·25 A. M.
ERIE EXPRESS leaves Erie	6·25 P. M.
" " Williamsport	7·50 A. M.
" Arrives at Philadelphia	4·10 P. M.

Mail and Express Connect with Oil Creek and Allegheny River Railroad.
Baggage checked through.
ALFRED L. TYLER,
1 1 General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,
THE
NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7·30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6·30 P. M.; arrives in Philadelphia at 9·15 P. M.
MORNING EXPRESS.
At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.
READING ACCOMMODATION.
Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M. Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.
Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.
Harrisburg Accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12·45, noon, for Pottsville and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45, and 4·30 P. M. trains from Philadelphia. Returning from Downingtown at 6·10 A. M., 1·00 and 5·45 P. M.
PERKIOMEN RAILROAD.
Passengers for Skippack take 7·30 A. M., 4·30 and 5·15 P. M. trains for Philadelphia, returning from Skippack at 6·15 and 8·15 A. M. and 1·00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1·05 A. M. and 1·50 and 10·19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3·50 and 5·50 A. M. and 10·50 P. M., passing Reading at 5·44 and 7·31 A. M. and 12·50 P. M., and arriving at New York at 11 A. M. and 12·30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail Train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 6·25 A. M. for Pinegrove and Harrisburg, and at 12·10 noon for Pinegrove and Tremont, returning from Harrisburg at 6·20 P. M., and from Tremont at 6·45 A. M. and 7·40 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.
The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles, between all points, at $52·50 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the

CITY INTELLIGENCE.

A DEMOCRATIC RUMPUS.

The Split in the Thirteenth Legislative District—Forsyth Defies the City Executive Committee and Throws Himself Upon the People.

The Thirteenth Representative district of this city is so strongly Democratic that for years the party within its borders has been split into rival factions, each endeavoring to get the upper hand of the other. Last year the Michael Mullin faction had the best of the fight, and Mullin was elected to the State Legislature. When the time came for nominating his successor, recently, the antagonism was so bitter that the convention was split, Mullin being renominated by one section, and Mr. Forsyth by the other. Mullin referred the question to the Democratic City Executive Committee for settlement, and that committee, previous to taking any decisive action, addressed the following note to Mr. Forsyth:—

PHILADELPHIA, Aug. 5, 1869.—Dear Sir:—You are requested to meet the sub-committee of the Democratic City Executive Committee on 9th instant, at 5 o'clock P. M., at room American Club, N. E. corner Fifth and Walnut, and swear that you will abide by decisions of said committee, and support the nominees of the Democratic party.

By order of JOHN HAMILTON, JR., President.
A. A. LAWS,
EDWARD R. WORRELL, } Secretaries.
To JOHN FORSYTH, Esq.

Mr. Forsyth, however, was unwilling to slaughter himself in this fashion, and responded to the letter of the committee in the following strain:—

PHILADELPHIA, Aug. 6, 1869.—Gentlemen:—Your note, per sub-committee, of the 5th inst., was received by me requesting my attendance on your body to swear that I will abide by your decisions, and support the nominees of the Democratic party.

In answer, permit me to reply that I am always willing to abide by your decisions when legally and fairly given, and that I have always and ever expect to support the regular nominees of the Democratic party. Yet, I must express a regret that I cannot allow my nomination as a candidate for the Legislature in the Thirteenth Representative district (to which I presume you refer in your note) to be called in question by any action of your body.

My reasons, I may state, in brief are, that in 1868 I so referred a contest for a like nomination, to which I was fairly and justly entitled. The matter was referred by you to a sub-committee, a majority of which committee reported that I was entitled to the nomination; yet in the face of all parliamentary usage and right, at the instigation of a potential member of your body from the Fourth ward, you rejected their report and decided adversely to me. Yet another reason I may mention, that the precedents of our city and county conventions warn me to trust more to the honest and fair-minded men of my district than to follow the vain hope of expecting an impartial decision from you.

The people of my district refuse to allow me to refer my nomination to you, and in their hands I have placed myself. The shortness of the time between your note and time of meeting will not allow me to place before you *for your information* such testimony as will convince all that read of my just claim to my nomination, and to place the matter beyond a question of doubt.

In conclusion, permit me to express a hope that you may so decide upon the various questions in dispute among our candidates as to secure harmony, goodwill, and success in our coming election. Remaining yours most respectfully,

JOHN FORSYTH,
Candidate for the Legislature, XIIIth Representative District.

To the City Executive Committee, Democratic Party.

The committee thereupon threw Forsyth overboard entirely, and declared Mullin the regular candidate of the party. The chances of Mr. Joseph A. Geisz, the Republican candidate in this district, may therefore be considered as slightly above par.

A LETTER ABOUT HESTER VAUGHAN.—The case of the young woman Hester Vaughan, who was tried and sentenced to death for the murder of her baby some months since, but was subsequently pardoned by the Governor, is familiar to all our residents. A friend of hers has addressed the following letter to the New York *World*:—

PHILADELPHIA, Aug. 5.—SIR:—New York ladies have endeavored to get the address of Hester Vaughan, which the writer could have given them, but was prevented from doing so from sheer mortification. Had she done so she would have been compelled to acknowledge the fact that, after the great wrong done Hester Vaughan, there was not one individual in this State who voluntarily came forward with the offer of a dollar to replace the clothing that was stolen from *her*, or offered to contribute and send Hester Vaughan to her parents. From this charge I may except a whole-souled Irishwoman, who came to the writer with a dollar in her hand, which contribution, under the circumstances, I declined to receive. I thank God that Hester is now with her parents, though she is poor, with a shattered constitution, and her reputation damned for life.

Where is the father of Hester's child? No doubt he is occupying a high social position, and will probably vote next fall for Governor Geary in gratitude for his banishment of Hester Vaughan.

I shall be pleased to give Hester Vaughan's address to any one who may feel an interest in her. The following is an extract from a letter received by me from Hester Vaughan, dated at Liverpool, June 9, 1869:—

"I am not able to go home yet; I am too weak to travel. I would be obliged to you if you could get that money from New York for me, as what I had when I came away is all gone. I had to buy such things as I could eat, for I could not eat the ship's provisions. HESTER VAUGHAN."

The following is from a letter dated July, 1869:—

"Home at my father's. I had a hard time to get along, as I was so sick. I thank you for what you sent me. I should be glad to get the money from New York. HESTER VAUGHAN."

SUSAN A. SMITH, M. D.,
No. 104 South Fortieth street, Philadelphia.

MAYOR FOX'S POLICE.—The Police Court has been kept very busy in trying offenders against the peace and dignity of the city. Of the cases heard, the following sentences have been approved by Mayor Fox:—

John Grimes, of the Third district. Sleeping on post. Dismissed.

George W. Wagner, of the Eighth district. Using insulting and abusive language. George, it seems, received a star, whereupon he undertook to avenge a little personal grievance which he had had against one of the old policemen. The old officer was sitting on a neighbor's step, when Wagner walked up to him and said, "You —— Dutch sucker, if you don't go away from here, I'll put you away." This elegant and choice (?) language was sufficient to warrant the court in suspending the culprit until further orders.

H. Basler, of the Tenth district. Sleeping on post. Fined ten days' pay.

James Johnson, of the Fifth district. Absent from his beat. Fined six days' pay.

Patrick Mullen, of the Seventeenth district. Absent from duty without leave. Dismissed.

Joseph S. Ball, of the Seventeenth district. Absent from beat and intoxicated. Dismissed.

FIRES THIS MORNING.—At 5 o'clock this morning a still at the coal oil works of Elkin & Co., on Forty-eighth street, above Lancaster avenue, exploded, the flames communicating to the surrounding property. Before they were extinguished, damage to the amount of $1500 was inflicted.

At half-past 8 o'clock a slight fire took place in the garret of No. 537 South street.

This morning at 11 o'clock the alarm was sounded for a fire on Wallace street, west of Eleventh. In the dwelling of Mr. Charles E. Thompson, No. 1112, by some means unknown, a fire originated, starting in the back building and working its way thence to the loft and roof. Consternation reigned in the family. Until a neighbor apprized them of the fact, they were in total ignorance of the fire. Damage trifling, chiefly by water, and, such as it was, fully insured.

In the adjoining dwelling, No. 1114, occupied by Mr. William Harbeson, some slight injury to carpets and wall papers was done by water.

INTERESTING SERVICES.—The Second Reformed Church, Seventh street, above Brown, during the past few weeks has been undergoing a thorough cleansing. During this period the lecture-room has been opened weekly on Wednesday nights for religious services. This evening Rev. J. F. McClelland will preach. As there has been a strong desire to hear this young divine, no doubt the room will be filled this evening. The Sunday services in the main audience chamber will be resumed the first Sunday in September.

ROBBERY IN A BANK.—Yesterday afternoon, during the rush at the receiving teller's desk of the Manufacturers' Bank, Third and Vine streets, a couple of young fellows entered the place and pushed along the line, shoving those in line out of position. They then left, and a porter, on handing his book to the teller, discovered that notes to the amount of $625 had been stolen therefrom. He looked around for the fellows that were shoving, but of course they were gone.

RUNAWAYS AND CASUALTIES.—About half-past 8 o'clock this morning a horse attached to a milk wagon started off on Girard avenue, and on crossing Randolph street upset two elderly females, one of whom was pretty badly injured. The animal was checked before he had proceeded far.

At a late hour last night two ladies were badly injured by being thrown from a carriage at the Log Cabin, on the Wissahickon. The accident resulted from a wheel coming off.

REVENUE SEIZURE.—Deputy Collector Kerns and Assistant Assessor Sides this morning seized 43,500 cigars, the property of John Reinhold, dealer, at Third and Race streets. The cause of seizure was the non-payment of the tax required by the recent act of Congress.

THE UNION LEAGUE.—The National Executive Committee of the Union League, Governor Geary presiding, held a meeting this afternoon at the headquarters of the National Union Club, No. 1105 Chestnut street.

THE ROLLS OPEN.—The rolls of Company A, Fire Zouaves, one of the finest drilled organizations in the State, are now opened for fifty additional recruits. It is an honor to be attached to such a company.

THE ARSENAL ROBBERY.—This morning, at 9 o'clock, before Alderman Kerr, at the Central Station, the parties detained on the charge of having been implicated in the robbery of $24,000 from the safe at the United States Arsenal at Gray's Ferry road had a hearing.

Detective Franklin testified that he had aided in the arrest of the accused, and subsequently had worked up the case; that a colored man found the key by which the safe was opened in a cesspool, and that the locksmith who had made it was present.

The last, the locksmith, Christian Wright, of No. 169 Poplar street, was then heard. He testified that some six or eight weeks since a man had called at his place, and exhibiting a key, asked if a duplicate could be made; an answer was given in the affirmative; a couple of days afterwards the same individual again called and left the key to serve as a pattern for the making of the duplicate. It was made, and taken away. Mr. Wright could not recall the personal appearance of the man who had the key.

This was all the testimony offered. Alderman Kerr, stating then that he was extremely sorry that the accused had been detained, as there was no evidence against them, but that he could not blame the officers, under the circumstances, for taking them into custody, honorably discharged Nathaniel and Samuel Barr, William B. Collins, and Frank B. Gill.

William Henry Gill, the fifth of the accused, was certified, by affidavit of his bail, to be too sick to attend the hearing, and consequently his case was postponed for a further hearing on Monday next, at 9 A. M., he being held in $2000 bail for his appearance at that time.

FLOURISHING CONDITION OF THE INTERNAL REVENUE DEPARTMENT IN THIS CITY.—Col. C. A. Appel, a special agent in the Internal Revenue Department at Washington, by direction of Commissioner Delano, has been in the city for the past three weeks examining the books and papers in the various collectors' and assessors' offices, and inspecting the workings of the different distilleries and rectifying establishments. He has completed his labors and is about returning to headquarters. He has found all the different departments working harmoniously, and will report that everything is being conducted in a way from which the Government will derive the most benefit. He will also report that the collectors are receiving amounts largely in excess of those received for several years past, and that with a decreased capacity, owing to the stoppages of the distilleries during the past several months, and that everywhere he has found faithful officials acting under the orders of the department. His arrival in the city was unknown to the Government officials.

THE PEACH MARKET.—The arrivals of peaches yesterday aggregated to the amount of 20,000 baskets. The section of country contributing to this supply extended from Lower bay, on the Delaware coast, to Chesapeake bay and its tributaries, as far down as Chester river. The propellers Whilldin and Decatur, of the Philadelphia and Baltimore line, together brought 14,000 baskets to 24,000 on Saturday last. The quality of the peaches, however, is improving with each shipment, and the finer varieties are beginning to come into market. Shipments to New York were active yesterday, and this will have the effect of stiffening prices, and making the rates more remunerative to the fruit-growers.

MALICIOUS MISCHIEF.—Margaret McElroy entered Buehler's lager beer saloon, on Front street, below Noble, and asked for a glass of beer. Buehler refused, whereupon she went into the street and threw paving stones through the windows. She was arrested by a policeman, and after a hearing before Alderman Toland was sent to prison.

ROW AND LARCENY.—Thomas Clawson keeps a tavern on Fitler street, above Second. Last night a man went in there, and he soon got skylarking with Thomas, who, he alleges, relieved his pocket of $4. On his complaint Thomas was arrested, and held by Alderman Heins in $600 for his appearance at court.

FELL FROM A SCAFFOLD.—John Harris, a plasterer, while working on the front of Spring Garden Hall, at Thirteenth and Spring Garden streets, yesterday, fell from the scaffold and sustained severe injuries to his back. He was taken to his residence, at Nineteenth and Shippen streets.

FOUND DEAD.—The Coroner was this morning notified that the body of a man named Watson was found in a well on old Front street, above Hart lane.

LEGAL INTELLIGENCE.

Court of Quarter Sessions—Judge Brewster.

There was but a slim attendance at Court this morning, but three prisoners in the dock, and it was near 12 o'clock when business was begun.

The case then called was that of James Williams, charged with the larceny of a silk vest pattern, valued at $6, the property of Gustavus Golze. The prosecutor, a tailor, at No. 815 Walnut street, testified that about 7 o'clock on Monday morning as he was going from his hotel to his place of business, when he was yet some distance from the latter, he saw a man enter, put a piece of goods under his coat, and walked across the street into Currant alley. He followed the man, and finding an officer on the way, directed him to arrest him. The thief ran, and was pursued and captured in Bay street, between Sixth and Seventh. There were other witnesses who were expected to prove that in his flight the prisoner dropped something before a carpenter shop in Bay street, which was found to be a piece of vesting belonging to Mr. Golze; but at the close of our report these witnesses had not been reached.

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EMPIRE SLATE MANTEL WORKS.—J. B. KIMES, No. 2146 CHESNUT Street. 1 13wfm§

THIRD EDITION

DOMESTIC AFFAIRS.

Navy and Army Bulletins for the Day—Recapture of an Old New York Convict—An Absconding Chicago Broker—Pennsylvania Educational Convention—New York Money Market.

Detached for Recruiting Service.
Despatch to The Evening Telegraph.

WASHINGTON, Aug. 11.—The following officers of the army have been detailed for recruiting service, and are ordered to report as mentioned:—To Brevet Major-General Hoffman, at St. Louis, Mo., Captain and Brevet Major Henry F. Brownson, and Captain John Mitchell; to Brevet General J. V. D. Reeve, at New York city, Captain John Elliott, Captain and Brevet Lieutenant-Colonel Isaac S. Catlin, and Second Lieutenant Julius Stommer; First Lieutenant and Brevet Captain W. R. Maize is detailed for recruiting service, and ordered to report at Carlisle Barracks, Pa.

The Resignation
of Captain Edward S. Huntington, late of the 20th Infantry, has been accepted by the President, to take effect August 1.

Naval Orders.
The following is the naval bulletin for to-day: Lieutenant-Commanders Allen D. Brown, G. H. Wadleigh, Lewis Cloak, and Charles S. Colton, and Lieutenant Jacob E. Noell, are ordered to the Washington yard on special signal duty.

Passed Assistant Surgeon E. N. Dodge is detached from the Dacotah and ordered home.

FROM THE WEST.

A Broker Absconds with $10,000 on the Day His Son is Killed.
Despatch to The Evening Telegraph.

CHICAGO, Aug. 11.—William P. Van Duersen, a gold and stock broker of this city, whose house is a branch of Swan & Payson, of No. 50 Wall street, New York, is alleged to have absconded with $10,000 of firm moneys. He went to New York some days ago, and on the day of his leaving his little son was killed by a fall from an attic in the Sherman House. As he did not reply to telegrams announcing this misfortune, suspicions were aroused, and detectives sent after him. He has not yet been found. Swan & Payson are settling with his creditors. His wife is left in destitute circumstances.

FROM NEW YORK.

Recapture of an Old Convict.
Special Despatch to The Evening Telegraph.

NEW YORK, Aug. 11.—A man called Stephen Harrison was arrested while committing a burglary, and was recognized as an escaped convict named Lambert, or McGovern, or Acker, who has been convicted for burglary under each name.

Custodian of the Spanish Gunboats.
Despatch to The Evening Telegraph.

NEW YORK, Aug. 11.—Marshal Barlow has received a despatch from the Secretary of State, relieving him from the responsibility of keeping the Spanish gunboats in custody, and transferring that responsibility to the commander of the Brooklyn Navy Yard.

The Money and Stock Markets.
Special Despatch to The Evening Telegraph.

NEW YORK, Aug. 11.—The stock market continues irregular, and the Vanderbilt securities are all off. New York Central at noon is quoted at 210¾; Hudson River, 186, steady; St. Paul is off ¾ per cent.; Northwest common is ½ per cent. lower; and Michigan Southern is fully 1 per cent lower than at the close yesterday. The present price is 107¾. Governments are dull and heavy. The quotations are fully ⅛ per cent. lower than at last night's close. There is considerable anxiety to ascertain Secretary Boutwell's policy after the present month respecting gold sales and bond purchases. Gold is dull and lower; the present price is 135⅛. The Russia to-day took out in specie $265,000. Money is firmer at 7 per cent. Foreign exchange steady and unchanged.

The New York Stock Market.

NEW YORK, Aug. 11.—Stocks weak. Money steady at 6@7 per cent. Gold, 136⅛; 5-20s, 1862, coupon, 124½; do, 1864, do., 123¼; do, 1865, do., 123⅛; do. do. new, 122; do. 1867, 122⅛; 10-40s, 115¾; Virginia sixes, new, 60½; Missouri sixes 87¾; Canton Company, 58¾; Cumberland preferred, 35; New York Central, 211; Erie, 28¾; Reading, 97; Hudson River, 186; Michigan Central, 132; Michigan Southern, 108¾; Illinois Central, 140; Cleveland and Pittsburg, 107½; Chicago and Rock Island, 116½; Pittsburg and Fort Wayne, 153¾; Western Union Telegraph, 38¼.

The New York Produce Market.

NEW YORK, Aug. 11.—Cotton quiet; 200 bales sold at 35½. Flour dull and declined 5@10c.; sales of 7000 barrels; State at $5·60@7·40; Western, $5·90@7·75; Southern, $6·90@11·75. Wheat dull and declined 2@3c.; quotations are nominal. Corn steady; sales of 24,000 bushels mixed Western at $1·14@1·18. Oats heavy; sales of 18,000 bushels at 72@78c. Beef steady. Pork quiet; new mess, $33·12½@33·20; prime, $28·50. Lard firm; steam, 19½@20c. Whisky nominal.

The Baltimore Produce Market.

BALTIMORE, Aug. 11.—Cotton dull and nominal at 33½c. Flour quiet and steady. Howard street superfine, $6·25@6·75; do. extra, $7@8; do. family, $8·25@9; City Mills superfine, $6·25@7; do. extra, $7@8·25; do. family, $8·50@10·50; Western superfine, $6·25@6·50; do. extra, $7@7·75; do. family, $8@8·50. Wheat firm; prime choice red, $1·69@1·70; good, $1·40@1·50. Corn firm; prime white, $1·10; yellow, $1·11@1·12. Oats dull at 55@60. Rye dull at $1·12@1·15. Provisions not so strong, but prices are well maintained. Mess Pork, $34@34·50. Bacon less active, but firm; rib sides, 19¾@19¾c.; clear do., 19¾; shoulders, 16½c. Hams, 24c. Lard firm at 19½@20c. Whisky dull, with more sellers than buyers, at $1·13@1·14½.

FROM GREENSBURG.

Second Day of the State Teachers' Educational Convention.
Special Despatch to The Evening Telegraph.

GREENSBURG, Pa., Aug. 11.—The exercises this morning are more than ordinarily interesting. When the session opened at nine o'clock, the attendance, outside of the delegates, was large. After the routine business was ended, Colonel C. Cornfirth, of McKean county, made a report on "The Family, School, and Church, as Educators of Youth." In the discussion which was evoked by this paper, Amos Row, Esq., of Lancaster county, led off, and was followed by Professor Schumacker, of Chambersburg, Pa.

A paper read by J. C. Gilchrist, Esq., chairman, of Washington county, on "Absenteeism as Related to Crime," provoked a short debate.

A report on "Permanent Certificates," read by S. D. Ingram, of Dauphin county, was discussed by David Evans, of Lancaster county, J. A. M. Passmore, of Pottsville, and a number of other gentlemen. The convention then took a recess to 2 o'clock.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

BETWEEN BOARDS.

$500 Leh Gold 1....	99½	4 sh Cam& A Sc...	66
$1000 Pa R 2 m...c.	97½	13 do.....	66
$1400 Leh Con 1....	81	13 sh Oil C. & A R.	40¾
$6000 Leh 6s, '84....		100 sh Read R..b30.	48⅝
Monday....	84	15 do.....trf.	48⅝
$2000 Pa R 1m 6s....	90½	100 do..s30wn.	48⅝
$100 C & A 6s, '83..	85	100 do.....	48·56
$200 do.....	85	100 do.....	2d.48·56
2 sh Cam & Am R.121¾		100 sh Penna...b60.	57¾

SECOND BOARD.

$1000 Leh V R n bs.		26 sh Penna R..18.	57½
Cp..	94	20 sh Union Bk..c.	58¾
$3000 Pa 1m 6s..85.	98½	9 sh Mech Bank..	32¾
$400 City 6s, Old...	96½	2 sh Reading RR..	48¾
$4600 do...New.	102¾	100 do..s30wn.	48¾
$500 C & A 6s '84..	85	400 sh St Nich Coal.	3

DISASTERS.

The Steamships Germania, Cleopatra, and San Jacinto Swallowed Up by the Ocean—No Loss of Life—Description of the Wrecked Vessels.
From the N. Y. Herald of to-day.

Again the wild waters of the ocean have made sad havoc with the work of man. Not all the ingenuity, skill, and enterprise of the human mind could prevail against their power. Whenever for a series of months there is no terrible disaster at sea to be detailed to an awe-stricken public, one settles down almost to the belief that the progress of civilization is about to triumph over the terrific forces of nature. But soon we are aroused and the foolhardiness, the self-complacency of man is terribly made apparent. It is but a few months ago that the United Kingdom steamed out of this harbor with flags waving cheerily in the breeze and her freight of human beings rejoicing and congratulating themselves at the prospect of a speedy return to the mountain ranges of Scotland. Alas! man may hope and wish and make his calculations for the immediate future, as if he could command the powers and forces of nature, but often, and only too often, he is baffled by his utter inability to counteract them, and is made to feel his own insignificance, the poverty of his own pigmy strength. Merrily and cheerily as the United Kingdom sailed from our shores, no human eye will ever see her again, no human ear will listen to the harrowing tales of her passengers, no human voice will give an account of her last days and the sufferings of her last moments. She is gone, and the bed of the ocean will not surrender its prey.

WRECK OF THE STEAMSHIP GERMANIA.

As if again to remind us of the weakness of man, the sea has demanded another involuntary tribute to its unconquerable power. It was not an old vessel, which has long buffeted the winds and the waves, and has grown less staunch in the many contests than when first launched from the stocks. It was comparatively a new vessel, built of material and upon a model which it was believed could withstand any attack of the ocean, no matter how violent.

HER LAST SAILING FROM NEW YORK—PESSENGERS AND CARGO.

The Germania sailed from this port for Cowes (Southampton) and Hamburg on Tuesday of last week, the 3d of August, at two o'clock P. M., the regular sailing day of the Hamburg steamships. The following are the names of the cabin passengers who embarked at this city:—Thomas Nickerson, lady, and two Misses Nickerson; F. Barker, Boston; H. Lanz, Regensburg; Orson S. St. John, Mrs. P. Jane Parker, Cleveland; John H. Wilson, Chicago; Edward Vallatte, France; D. Stearns Godfrey, Massachusetts; J. G. Hagnauer, Valparaiso; A. G. del Valle, Havana; R. H. Warden, wife, children, and servant; Charles Lucas, wife, and child, New York; Captain Ehrhard, Germany; William Simons, Kalamazoo, Mich.; William Rolandson, Brooklyn, N. Y.; Raphael Goldring, Glens Falls, N. Y.; C. Schmuckamp and wife, G. Goeller, Charles J. Bender, Anton Miller, H. Wiegand, J. Richard, Fred. Hesse, New York; L. Brockmann, Dubuque, Iowa; B. Adone, Galveston; Mrs. Jacobine Beck and child, Caroline Grill, New York; Ignatz Hoffman, New Orleans. There also sailed in her a number of passengers in the steerage, but a list of their names was not obtained. Captain H. E. Ehlers was in command, with officers and crew to the number of 120, all said to be experienced and skilful mariners, especially the captain.

Her cargo consisted of 333,371 pounds tallow, 47,487 pounds bacon, 349 packages sewing machines, 60 cases, 766 bales, and 9 hogsheads tobacco, 4300 boxes extracts, 1385 barrels rosin, 7 packages pumps, 6 do. brass, 27,500 pounds greese, 100 barrels beef, 2 bales furs, 9 boxes clocks, 25 barrels maizena, 41 bags walnuts, 2 bales skins, 24 cases cigars, 52 casks asphaltum, in all valued at $104,261. She had also $50,415 in specie on freight and the United States mails for Europe.

THE WRECK.

The first intimation of her loss was the receipt, by the general agents of the packet company, Messrs. Kuhnhardt & Co., No. 61 Broad street, from the North German Consul at St. Johns, Newfoundland, to the following effect:—

ST. JOHNS, N. F., Aug. 10.—The Germania is a total loss at Trepassy, off this coast. The passengers and crew have been saved. A steamer has been sent there to bring them to this port. R. H. PROWSE.

The locality given in the above despatch is near Cape Race and somewhat to the northwest of it, on the southwestern coast line of Newfoundland. Trepassy Bay is situated in longitude 53 30 west of Greenwich (about 28 60 east of Washington), and about 46 50 north latitude. No particulars of the disaster, no precise statement of the cause of it, have been received, but it is presumed by some of those who, as seafaring men, know the surroundings of that part of the Newfoundland coast, that the Germania must have run, or rather been driven, upon a rock during the night by the tremendous sea just now raging there.

When the above despatch became known it created quite an excitement, for though affirming that the passengers and crew were saved from the crumbling wreck, it did not state whether they were brought to the shore or still left to treacherous fortune upon the seething waves in open boats. A second despatch, however, dispelled all these doubts. It read:—

ST. JOHN'S, N. F., Aug. 10, 1869.—The passengers and crew were successfully landed at Trepassy, and a tug has gone to their assistance.

This was assurance that the entire number of human beings who had left New York on the vessel were safely returned to dry land, and would soon be taken care of by the agents of the company. The apprehensions, if any were yet felt by those who had friends, relatives, or even acquaintances on board, were further quieted by learning of the receipt of the following:—

ST. JOHNS, N. F., Aug. 10—3·15 P. M.—To Kuhnhardt & Co., New York—The passengers and crew are still at the scene of the wreck. A tug left this morning to bring what she can carry here. R. H. PROWSE.

The latest information is that the Germania is a complete wreck, that she is breaking up and fast disappearing under the continuous shocks of the tremendous blows of the waves breaking up against and over her. One despatch last evening expressed the belief that besides the passengers and crew the mails were also brought safely to land, but nothing upon which this belief could rest was mentioned. The vessel, cargo, and specie are a total loss, and in all probability also the baggage of the passengers, who, if the disaster happened at night, as appears to have been the fact, must have been in their berths, and very likely could save but little of their wardrobe.

RELIEF NEAR.

The Cimbria, belonging to the same company—the Hamburg-American—sailed yesterday at 2 P. M., it being her regular sailing day. The general agents, Messrs. Kuhnhardt & Co., had already been advised of the loss of the Germania, and immediately gave orders to Captain P. H. Haack to make all possible speed to St. Johns, and there take on board the passengers of the late Germania, the sister vessel of the Cimbria, and Mr. Prowse, the North German Consul at St. Johns, was at once informed of this step by telegraph, and he was requested not only to communicate this to the passengers and to Captain Kier, but to do all in his power to make them as comfortable as possible, and spare no expense in doing so until the arrival of the Cimbria. A special agent, entrusted with full power by Messrs. Kuhnhardt & Co., also went out yesterday in the same steamer to St. Johns. The passengers of the wrecked steamer will be placed on board the Cimbria and conveyed to Europe.

It is indeed a fortunate circumstance that the loss of not a single human being need be mourned in so terrible a catastrophe.

LOSS OF THE CLEOPATRA.

This iron steamer was constructed at Sunderland in 1865, and was classed as a first-rate vessel. She was owned by Temperly & Co., of London, and was commanded by Captain W. Donald. She had two decks and beams, and was registered at 982 tons. Her length was 221 feet; breadth, 30 feet 5 inches; depth of hold, 14 feet 8 inches. It is doubtful if she carried any considerable amount of cargo, there being very little goods shipped at this season of the year.

The following despatch was the first announcement of her loss:—

ST. JOHNS, N. F., Aug. 10.—The steamship Cleopatra, Captain Donald, from Montreal, bound to London, was totally lost near Trepassey on Sunday evening. The passengers and crew were all saved and have arrived at this port.

The second despatch, as appended, confirmed the truth of this announcement:—

ST. JOHNS, N. F., Aug. 10.—The steamer Cleopatra is a total wreck. She struck on the rocks in Trepassey Bay on Sunday evening last, about four miles from the steamer Germania. The passengers and crew are all saved, and arrived here in open boats to-day. A dense fog has prevailed on this coast for the last three weeks. News is received of vessels wrecked on all parts of the island.

LOSS OF THE SAN JACINTO.

NORFOLK, Va.) Aug. 10.—The steamer San Jacinto, Captain Atkins, from New York for Savannah, Ga., went ashore on Body's Island at 2 o'clock on the morning of the 9th instant. The passengers and crew are safe. If the weather holds good she will probably get off in a few days.

The Atlantic Submarine Wrecking Company have despatched Captain Waters, agent of the company, with the steamer Yankee and a large force of divers, men, anchors, cables, steam pumps, etc., to the assistance of the steamer San Jacinto, ashore at Body's Island, N. C.

The San Jacinto was built in 1860 at Wilmington, Del., belonged to the port of New York, and was owned by Mr. C. K. Garrison. Her hull was iron, with two decks, and of 971 tons burden. She had a beam engine, her cylinder being 56 inch, with 11 feet piston stroke. Her dimensions were:—Length, 207 feet; breadth, 33 feet 2 inches; and depth of hold, 14 feet 6 inches; her draught being 12 feet. She was last surveyed in New York in March, 1868, and rated A 1.

FOURTH EDITION

WASHINGTON

Quarterly Statement by the Secretary of the Treasury of the Receipts and Expenditures of the Government—Naval Intelligence.

EUROPE.

Sudden Death of Cornelius Grinnell—Gladstone Off for Recreation—Troubles Brewing in the Portuguese Ministry.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Quarterly Statement of Government Receipts and Expenditures.
Despatch to the Associated Press.

WASHINGTON, Aug. 11.—The following was issued to-day:—

[OFFICIAL.]

TREASURY DEPARTMENT, Aug. 11, 1869.—Statement showing the receipts and payments made during the quarter ending June 30, 1869, published in pursuance of act of Congress of June 17, 1844.

W. A. RICHARDSON, Acting Secretary.

Statement of the Receipts and Expenditures of the United States for the Quarter ending June 30, 1869:—

Receipts from customs	$14,021,834·77
Lands	1,274,484·53
Internal revenue	56,587,673·71
Miscellaneous sources	7,963,675·96
Total receipts, exclusive of loans	$109,847,618·97
LOANS, ETC.	
Treasury notes, act of Feb. 25, 1862	$17,300,762·00
Fractional currency, act of March 3, 1862	961,750·20
Certificates of gold coin deposits, act March 3, 1863	25,666,080·00
Six per cent. 5-20 year bonds, act of March 3, 1865	55,850·00
Three per cent. certificates, act of March 2, 1867	810,000·00
Total receipts	$154,800,041·17
EXPENDITURES.	
Civil, foreign intercourse, and miscellaneous	$13,120,999·56
Interior, Pensions, and Indians	5,928,833·70
War	13,653,976·72
Navy	4,482,128·14
Interest on public debt	27,450,406·04
Premium on purchase of bonds on account of sinking fund, act of Feb. 25, 1862	1,374,650·95
Expenditures, exclusive of principal of public debt	$66,011,024·01
PRINCIPAL OF THE PUBLIC DEBT.	

Redemption of loan of 1847, $21,700; do. of 1848, $44,800; redemption of Treasury notes, act of July 17, 1861, $2,474·50; redemption of 7 3-10 three-year coupon bonds, act of July 17, 1861, $2300; reimbursements of temporary loan, act of February 25 and March 17, 1862, $1400; redemption of Treasury notes, act of February 25, 1862, $17,300,762; Redemption of two-year 5 per cent. Treasury notes, act of March 3, 1863, $19,700; redemption of fractional currency, do., $4,862,191·50; redemption of three-year 6 per cent. compound interest notes, act of March 3, 1863, $349,280; redemption of gold certificates, act of March 3, 1863, $14,459,760.

Redemption of 3 per cent. certificates, act of March 7, 1867, $,295,000; Redemption 7·30 3 year coupon Treasury notes, act of June 30, 1864, and March 3, 1865, $250,050; Redemption of 1 year 6 per cent. Treasury notes, act of March 3, 1863, $9200; Purchase of bonds on account of sinking fund, $8,650,000. Total expenditures, $115,299,731.

Sabine.

Commander Walker, commanding the United States steamer Sabine, reports his arrival at Spithead, England, July 27, all well.

FROM NEW ENGLAND.

Suicide.
Despatch to The Evening Telegraph.

LOWELL, Mass., Aug. 11.—John Wood, an Englishman, fifty years of age, committed suicide by drowning himself this morning. Domestic affliction and hard drinking impelled him to the committal of this act.

Destructive Fire in Maine.
Despatch to The Evening Telegraph.

BIDDEFORD, Me., Aug. 11.—The Sweetser and Quimby block was badly damaged by fire last night. It was occupied by D. Centre, E. D. Bean, boots and shoes; Littlefield, gunsmith; Turner & Parsons, furniture dealers; B. E. Cutler & Sons, hardware; B. Dalton, fancy goods; and Sawyer's marble works. Two large halls in the upper story were occupied by the Young Men's Christian Association.

FROM THE WEST.

The German Turnverein at Chicago.
Despatch to The Evening Telegraph.

CHICAGO, Aug. 11.—Franz Geitz, a Turner, from Cleveland, was accidentally shot last night at the German festival at Wright's Grove, the ball glancing from the target in the gallery where shooting was going on. The wound was serious, but it is thought not fatal.

There was an immense crowd in attendance at the festival yesterday. It closes to-day with a grand excursion. The award of seven prizes and a ball come off in the evening.

The number of deaths reported in the city for the last month was 815.

FROM BALTIMORE.

Recapture of Escaped Prisoners—Sailing of the Ohio.

BALTIMORE, Aug. 11.—Four of the prisoners who escaped from the City Jail on Monday night, have been recaptured, among them Hoffman, the Harnden Express robber.

Among the passengers by the steamship Ohio from this port to-day for Europe are the Right Rev. Bishop Stephen Boyd, of Demerara, Colonel Irish, of Nebraska, Consul at Dresden, and family, and Kapelmeister Tschirch, of Prussia.

FROM NEWFOUNDLAND.

The Passengers and Crew of the Germania.
Despatch to The Evening Telegraph.

ST. JOHNS, N. F., Aug. 11.—The passengers and crew of the Germania have arrived here to-day. The vessel is a total loss—all under water. Cargo a total loss, including $71,000 in specie.

FROM EUROPE.

The Death of Cornelius Grinnell.
By Atlantic Cable.

LONDON, Aug. 11.—The inquest on the body of Cornelius Grinnell was held at Ryde to-day. The principal witnesses were James Gordon Bennett, Jr., and Sheppard Homans, of New York, who testified that they accompanied Grinnell home, and that Bennett soon afterwards left. The evidence then went on to show that Grinnell opened his window and stepped out on the balcony, and soon afterwards he lost his balance, fell to the ground, and was instantly killed. In reply to a question of the coroner, both witnesses distinctly stated that Grinnell was perfectly sober at the time. A verdict of accidental death was